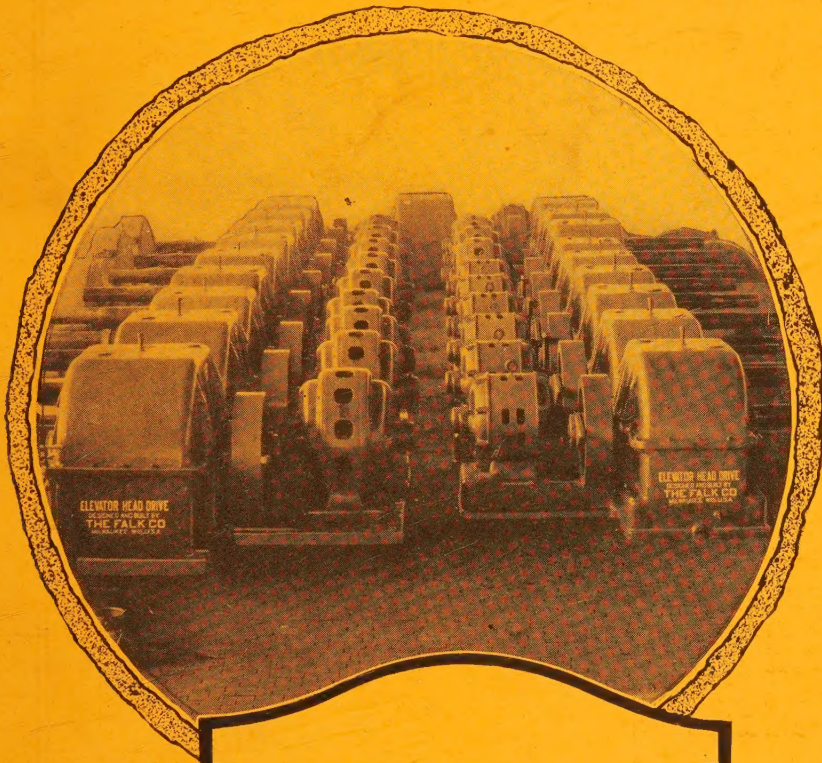


GRAIN DEALERS JOURNAL

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FALK



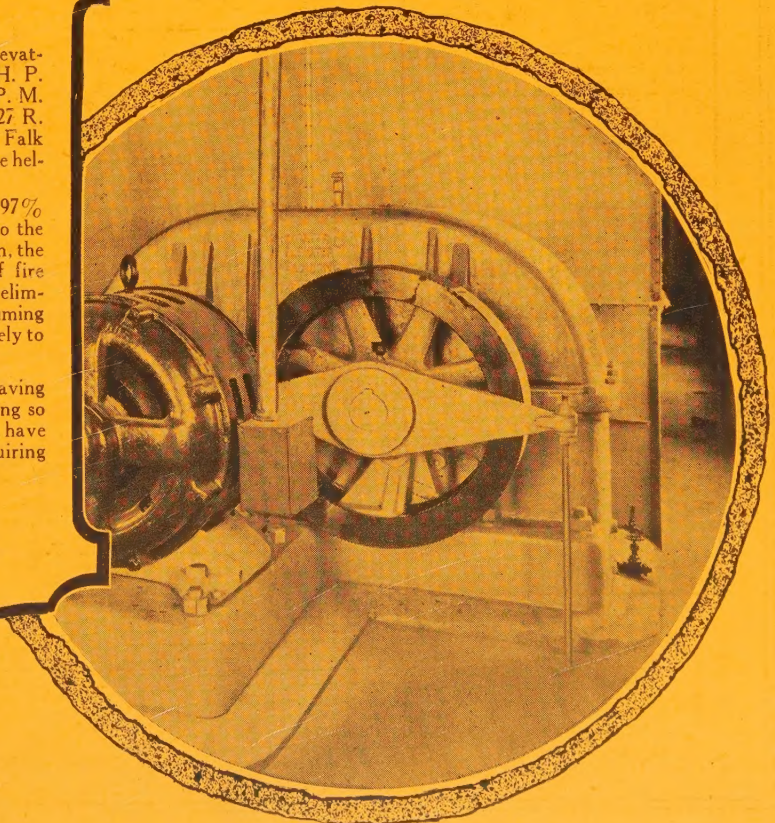
—at Baltimore

in the Northern Central Elevator, the elevating legs are equipped with 100 and 150 H. P. motors having a speed of about 725 R. P. M. In order to reduce this speed to about 27 R. P. M., the speed of the head pulley, the Falk Co. designed direct connected herringbone helical cut reduction gears for all 19 legs.

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Directory of the Grain Trade

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McKay, Donald, grain and millfeeds.
Magee & Co., Geo. A., receivers & shippers.
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Richardson, Geo. M., grain and feeds.*
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McCague, R. S., grain, hay.
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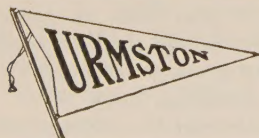
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Bulk or Sacked.
657-660 Gibraltar Bldg., Kansas City, Mo.Buyers—Sellers
**WHEAT . CORN
OATS . BARLEY**
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MILL ORDERS**Alfalfa Grain Products Co.**211 Postal Building
Kansas City, Mo.*"Everything in the Feed Line"***A. C. DAVIS GRAIN CO.**
Grain CommissionMill Orders a Specialty
Consignments and Future Orders Solicited
KANSAS CITY, U. S. A.**MOORE-LAWLESS GRAIN COMPANY**

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Branch Offices: Atchison, Kansas—Denver, Colorado
Members: Kansas City, Chicago, St. Louis, Atchison and Denver ExchangesConsignments
and
Futures**CLAIBORNE COMMISSION CO.**338 Glover Bldg.
KANSAS CITY,
MO.*"One car leads to another"***Certain Departments**in this number of the GRAIN DEALERS JOURNAL are especially interesting.
After you have read them, consider carefully whether you are not better off with
the twenty-four numbers of the Journal, on your desk, or the \$2.00 in your pocket.

Board of Trade
Members

KANSAS CITY

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Members

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Grain Merchants
KANSAS CITY, MO.

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BRANCH OFFICES
Atchison, Kas.

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We specialize in
FETERITA KAFIR MILO

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QUALITY and SERVICE
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Terminal Elevators

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CONSIGNMENTS

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Prompt and Careful Attention Given Consignments

C. MORITZ & CO.

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JOHN WICKENHISER & CO. Wholesale Grain Dealers TOLEDO, OHIO

We make track bids and quote delivered prices.
Solicit Consignments of Grain and Clover Seed.
Members Toledo Produce Exchange and Chicago
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Clover Seed

International Game, played in Toledo, Ohio.
Providence does dealing. When "Seedy" favor

C. A. KING & CO.
Like Billy Sunday they deal in cash and futures

F. MAYER
F. W. JAEGER

TOLEDO

J. F. ZAHM & CO.

HERE SINCE '79

ASK
FOR
OUR
DAILY
RED LETTER.

After such continued decline,
consignments should pay best.
On that next car.

"Send it to Zahm"

J. H. STREICHER
W. W. CUMMINGS

There is no better time to advertise than the present. Better start before your competitor. Write the JOURNAL today.

A Kansas dealer, who advertised his elevator for sale in the Journal, at a stipulated price, received so many replies from prospective buyers he decided to keep it.

There is great satisfaction in trusting your CONSIGNMENTS OF GRAIN AND SEED to a firm you KNOW to be RELIABLE.

1887 **H. W. DEVORE & CO.** 1921
TOLEDO - OHIO

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WICHITA

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THE BAKER-EVANS GRAIN CO.

601 Board of Trade, WICHITA, KANSAS

MILLING and EXPORT WHEAT, CORN and MILL FEEDS

RAYMOND GRAIN CO.

GRAIN MERCHANTS
CONSIGNMENTS
MILLING and EXPORT WHEAT

CARROLL GRAIN COMPANY
WICHITA, KANSAS

Receivers and Shippers
GRAIN and FEED

When you see it in the
JOURNAL
help us by saying so

HIPPLE GRAIN CO. CONSIGNMENTS

WHEAT - CORN - OATS - KAFFIR - MILO
212 Board of Trade, WICHITA, KAN.

RECEIVERS who want to reach the regular grain dealers of the country use space in the Grain Dealers Journal

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Members**McCARTHY BROTHERS COMPANY**

ESTABLISHED 1885

RECEIVERS AND SHIPPERS

OFFICES: Minneapolis Duluth Chicago Milwaukee
 Sioux Falls, S. D. Aberdeen, S. D. Fargo, N. D.

MARFIELD GRAIN CO.
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WE SOLICIT
YOUR CONSIGNMENTSSTRICTLY
GRAIN COMMISSION

H. L. HANKINSON & CO.
 MILWAUKEE MINNEAPOLIS DULUTH

F. H. Davies & Co.
GRAIN COMMISSION
 MINNEAPOLIS DULUTH MILWAUKEE

Shippers

in the Northwest read this page;
 your "ad" will be read too if you
 place it here.

Cereal Grading Co.
GRAIN MERCHANTS

We buy, sell, store and ship
 all kinds of grain. Get our
 offers, or try us with your
 consignments.

LIBERAL ADVANCES
 Operators of Elevator "R"

Chamber of Commerce
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"Best Service—First, Last and Always"

Grain Commission since 1903

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SHIP TO
H. POEHLER CO.
 In Business Since 1855
GRAIN COMMISSION
 All Grains—Including Winter Wheat
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 MEMBERS NEW YORK STOCK EXCHANGE
 and all Grain Exchanges

Quinn-Shepherdson Co.
GRAIN COMMISSION
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WOODWARD-NEWHOUSE CO.
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Grain Commission

CORN -- OATS -- BARLEY -- RYE
 For Prompt Shipment in any
 Quantity

VAN DUSEN
The HARRINGTON CO.
 MINNEAPOLIS DULUTH

WE SELL

FEED WHEAT MILLING
The Scroggins Grain Co.
 MINNEAPOLIS

SHEFFIELD ELEVATOR COMPANY
 MINNEAPOLIS

GRAIN SHIPPERS
 Ask for Samples of Milling Wheat, Feed and
 Milling Barley
 WIRE FOR QUOTATIONS

WANT A JOB?

Advertise in the "Situation Wanted"
 columns of the Grain Dealers Journal.

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CONSIGNMENTS
SOLICITED

INTERNATIONAL GRAIN CO.

COMMISSION
MERCHANTS

We Are Always in the Market for Wheat

FLOUR EXCHANGE BLDG.

MINNEAPOLIS, MINN.

SHIP TO

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GRAIN CO.
Commission - Minneapolis

CARGILL COMMISSION COMPANY

DULUTH

MINNEAPOLIS

MILWAUKEE

EFFICIENCY is our watchword; SATISFACTION your reward

SHIP TO CARGILL

"You can't do better; You might do worse."

W. C. MITCHELL CO.

Formerly Randall, Gee & Mitchell Co.
Especially Equipped to Handle
CONSIGNMENTS
MINNEAPOLIS—DULUTH—MILWAUKEE
Shippers of CORN and OATS

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Terminal Elevators
OMAHA and COUNCIL BLUFFS

MERRIAM

MERRIAM
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CONSIGNMENTS

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* pre-
sents only reputable concerns.



CONSIGNMENTS SOLICITED

MILLER-WILSON GRAIN CO.

GRAIN MERCHANTS

200-201 GRAIN EXCHANGE OMAHA RECEIVERS & SHIPPERS

Geo. A. Roberts Grain Co.

GRAIN MERCHANTS

Consignments
a
Specialty

Omaha, Neb.



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Sellers

WHEAT, CORN
OATS

TWO Terminal
Elevators

Million bushel
capacity

CHOICE MILLING WHEAT

CONSIGNMENTS

CROWELL ELEVATOR COMPANY

Receivers and Shippers

GRAIN

Consignments Solicited
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GRAIN CONSIGNMENTS

See what we can do with your next car

ADAMS-REITZ GRAIN CO.
OMAHA

THE UPDIKE GRAIN COMPANY

"The Reliable Consignment House"

Omaha

Milwaukee

Kansas City

Sioux City

Chicago

Want an Elevator?

Then consult the "Elevators
for Sale" columns in this issue
of the Grain Dealers Journal.

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WELL PLACED IS YOUR BIG BUSINESS ASSET. A most direct, effective and economical way to reach the progressive grain dealer in your advertising is through THE GRAIN DEALERS JOURNAL.

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MEMBERS**CLARK MILLING CO.**Buyers—Soft Milling Wheat
White Milling Corn

DEALERS IN GRAIN AND FEEDSTUFFS

**LAMB & HOLLINGSWORTH
BROKERS**Grain Flour Feed Provisions
MASONIC BLDG. AUGUSTA, GA.**You Can Sell—
Your Elevator**by advertising directly
to people who want to
buy, by using a**Grain Dealers Journal
Want Ad.**

For Results, Let

**H.W.FLETCHER & CO.
BROKERS**handle your Flour, Grain, Hay
and Feed Account in AugustaWho's Your Broker at Augusta
?**Alexander Cranston & Co.**
BROKERS SINCE 1890
Grain Hay Feed Flour Meal**RECEIVERS, SHIPPERS AND BROKERS**

Brokers and Dealers

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SAVANNAH, GA.**MODERN FLOUR MILLS**1,000 Bbls. Daily
In the Market for**Red Winter Wheat**

MACON, GA.

Always in the market for
CORN OATS WHEAT
RYE BARLEYGet our bids before selling
STOCKBRIDGE ELEVATOR CO.
JACKSON, MICH.**TAYLOR & PATTON CO.**Terminal elevator capacity
250,000 bushels. Buyers and
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CEDAR RAPIDS, IOWA**The W. L. RICHESON CO., Inc.**FREIGHT
BROKERS and FORWARDERS
613-614-615 Whitney Central Bldg.
NEW ORLEANS**JAQUITH, PARKER, SMITH & CO.**

708 Cham. of Com., BOSTON, MASS.

We buy all kinds of Grain and Mill
Feed, Sample Feed Wheat, Barley,
Milo, Kaffir Corn, etc., for**NEW ENGLAND AND EASTERN TRADE**
Send Samples—Write UsSolicit inquiries for Natural and Kiln
Dried Corn, Country White Oats**E. A. GRUBBS GRAIN CO.**

Greenville, Ohio

E. I. BAILEY

CLEVELAND, OHIO

Receiver and Shipper of
Corn, Oats, Mill Feed

Ask for Prices

CENTRAL MILLS COMPANY

JOBBERs and FEED MFRS.

DIXON, ILL.

Send us samples whenever you can offer any grain
Byproducts, such as Oat Clips, Barley Chaff,
Wheat Scourings and Elevator Screenings.**MATTHEW D. BENZAQUIN
GRAIN AND FEED**Brokerage and Commission
DOMESTIC and EXPORT
505 Chamber of Commerce. Boston, Mass.**LANE & SONS GRAIN CO.****KAFFIR-MILO-WHEAT**

CLOVIS

NEW MEXICO

TRUSLER GRAIN CO.

RECEIVERS--SHIPPERS

All Grains---All Grades
EMPORIA, KAN.**SWIFT GRAIN CO.**Murphy Building
Detroit, Michigan**Consign or Ask Us for Bid****ALFALFA HAY IN BALES**May be treated by the New Process of Injecting
Food Values into the Bales to create an econom-
ical ration for feeding stock.**E. P. MUELLER**

5 N. La Salle St.

CHICAGO, ILL.

CONSIGN

WHEAT - CORN - OATS

—TO—

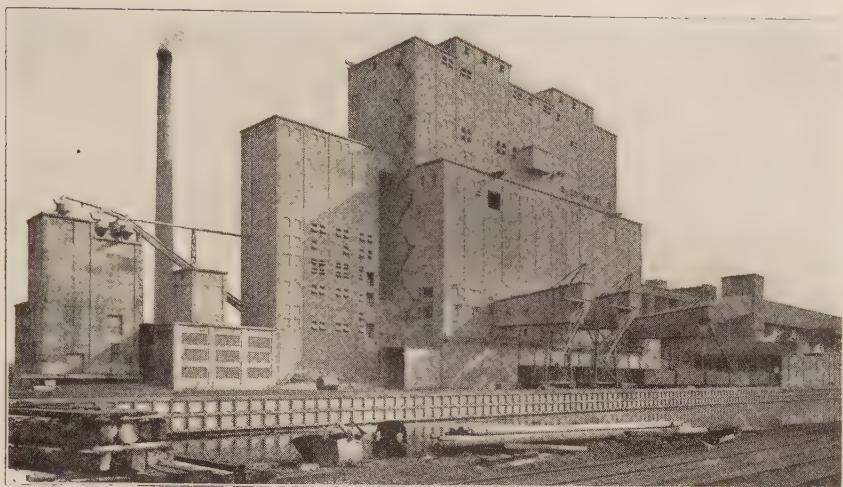
DUMONT, ROBERTS & CO.626-8 Murphy Building
"The top 'o the market to you"**Central Iowa Grain Co.**

GRAIN MERCHANTS

Consignments Solicited

Exceptional Service Assured

Youngerman Bldg., Des Moines, Iowa



WEBSTER EQUIPMENT

Webster furnished a large part of the conveying and transmission machinery used in the Northern Central Grain Elevator, as in other of the large elevators. This is because Webster equipment delivers 100% dependable service at remarkably low up-keep cost and careful buyers are not slow to appreciate such an economical investment.

Back of every Webster installation is an engineering plan which is permanently reflected in superior service and low operating cost, because each installation is exactly fitted to the work it will be called upon to do. Not only are Webster engineers unrestricted by a limited range of sizes and designs, but they are prepared to put the skill and experience of a successful half century into any conveying and transmission problem, and the dominant motive of every Webster engineer is to maintain the high standard which has always distinguished Webster equipment.



THE WEBSTER MFG. COMPANY
4500 - 4560 CORTLAND STREET
CHICAGO

FACTORIES CHICAGO AND TIFFIN, OHIO.

SALES OFFICES IN PRINCIPAL CITIES



The American Rolling Mill Co.
Middletown, Ohio





“Armco” Ingot Iron Protects 12 miles of Rubber Belting

The Pennsylvania Elevator described in this number represents the finest in elevator construction. The very refinements of construction have not been forgotten. Even the conveyor galleries are equipped with roller bearings to carry the finest brand of Goodrich conveyor belt.

It's natural then that James Stewart & Co. should select the best of siding with which to finish the job. They selected “Armco” Ingot Iron Siding for these miles of conveyor galleries.

And so the sign of “Armco” today measures the quality of the complete job. From Thunder Bay to the Gulf under all weather conditions you will find “Armco” Ingot Iron Siding and Roofing wherever elevator builders have built of the best. It's rust-resisting.

*That it last longest under severe conditions
means it lasts longest under all conditions.*

The American Rolling Mill Co.
Middletown, Ohio



The American Rolling Mill Co.
Middletown, Ohio





Good
“LEGRAIN” *and*

The LARGEST Belt Shipment on Record

On the opposite page is shown 8½ miles of Goodrich Grain Belts leaving our factory for service in the Pennsylvania Railroad's Northern Central Elevator, at Canton, Baltimore, Md. This constitutes the complete belt equipment for this elevator—and is the largest belt shipment on record.



THE B. F. GOODRICH
RUBBER COMPANY

AKRON, OHIO

rich
“CARIGRAIN” *Belts*



A Day Triumph

The fact that the Day Dust Collecting System was selected for installation in the modern Northern Central Elevator, Canton, Baltimore, Md., is further proof grain elevator engineers and elevator operators are fast realizing the superiority of the Day Systems.

The installation in the Northern Central Elevator is the largest dust collecting system ever installed in a grain handling plant. A complete description of this installation is given in the article descriptive of this elevator contained in this number.

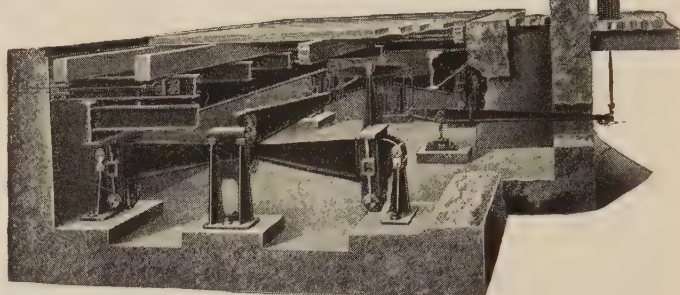
During the past twenty-five years we have equipped hundreds of elevators with dust collecting systems to prevent explosions, and no dust explosion or loss of life has occurred in one of them.

Are you protecting your elevator and your workers? Investigate the Day Dust Collecting Systems. Full particulars will be sent upon request.

THE DAY COMPANY
Minneapolis, Minn.

Fairbanks Scales

TYPE "P" SCALE
For Auto Trucks and Wagons



Weighs Heavily Loaded Auto Trucks with Dependable Accuracy



Built on the suspended platform principle—knife edges and bearings in constant contact regardless of platform movement. Jars, shocks and vibrations absorbed by suspension system before reaching the pivots. This means long lived accuracy and sensitiveness. A weight authority you can rely upon.

Fairbanks, Morse & Co.
INCORPORATED CHICAGO

Oil Engines - Pumps - Electric Motors and Generators - Fairbanks Scales - Railway Appliances - Farm Power Machinery

WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books
Attrition Mill
Bag Closing Machine
Bags and Burlap
Bearings { Ball
Roller
Belting
Boots
Buckets
Car Liners
Car Loader
Car Mover
Car Puller
Car Seals
Cleaner
Clover Huller
Coal Conveyor
Conveying Machinery
Distributor
Dockage Tester
Dump { Auto Truck
Wagon
Dump Controller
Dust Collector
Elevator Leg
Elevator Paint
Feed Mill
Fire Barrels
Grain Driers
Grain Tables

Gravity Cleaner
Herringbone Reduction Gears
Lightning Rods
Manlift
Moisture Testers
Oat Bleachers and Purifiers
Oat Clipper
Painting or Repairing
Portable Elevator
Power { Gas Engine
Kerosene Engine
Motors
Power Shovel
Renewable Fuse
Rolls for Cracking Corn
Sample Envelopes
Scales
Scarifying Machine
Self Contained Flour Mill
Separator
Sheller
Sieves
Siding-Roofing { Asbestos
Steel
Silent Chain Drive
Spouting
Storage Tanks
Testing Apparatus
Transmission Machinery
Transmission Rope

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

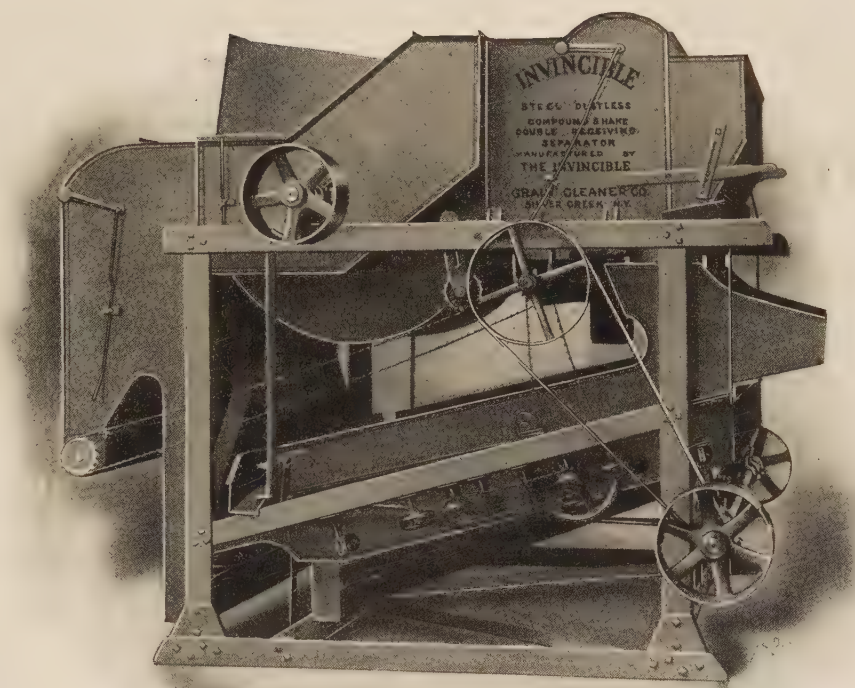
Grain Dealers Journal, 395 So. La Salle St., Chicago

TEN

Five Thousand-Bushel

Invincible Separators

Grace the Cleaning House of the New
Pennsylvania Railroad Elevator
in Baltimore



No matter what savings or lure of savings have appeared in print—the millers and elevator operators know that the real savings are to be found only in a machine where the value is put into it. Invincible price is measured solely by quality.

*Other Baltimore
Installations:*

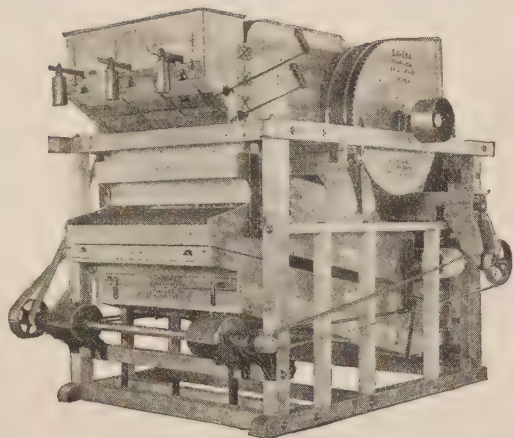
Western Maryland R. R. Elevator
Baltimore and Ohio R. R. Elevators

Write for
BULLETIN No. 24

Separators from 50 to 5000 Bushel
Hourly Capacity

INVINCIBLE GRAIN CLEANER COMPANY

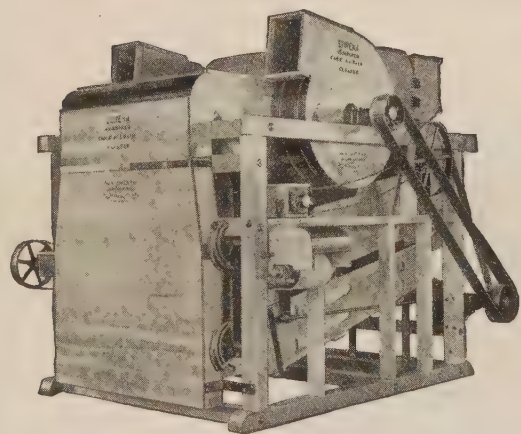
Silver Creek, N. Y.



This NEW EUREKA For Cleaning CORN and SMALL GRAINS IS A Masterpiece of Efficiency!

We purposely ask you to forget any preconceived standards you may have had of efficiency, because we believe this Cleaner is going to sweep aside every precedent of desirability that you may have had of any machine designed for a like purpose.

This, our latest offering, represents the utmost in highly developed knowledge and skill.



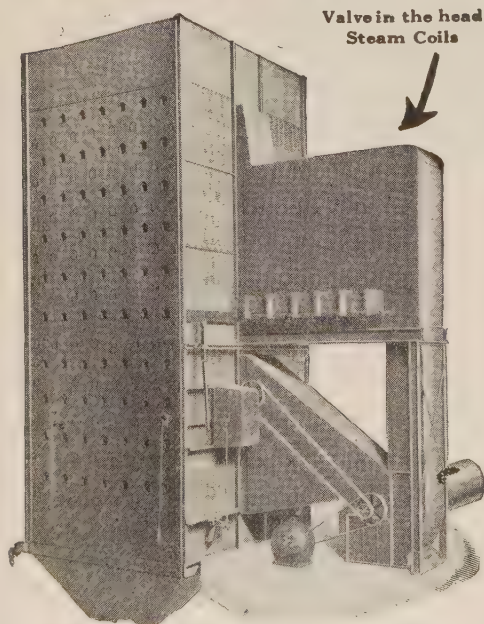
EUREKA
SERVICE SATISFIES



WRITE FOR BULLETIN

S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.

MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

**BE PREPARED
BUY AN AUTOMATIC MORRIS**

You will use it every year.

AUTOMATIC and SELF CONTAINED

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

**We Also Offer a Complete Line of
Direct Heat Driers**

THE STRONG-SCOTT MFG. COMPANY

"Everything for Every Mill and Elevator"

GREAT FALLS

SPOKANE

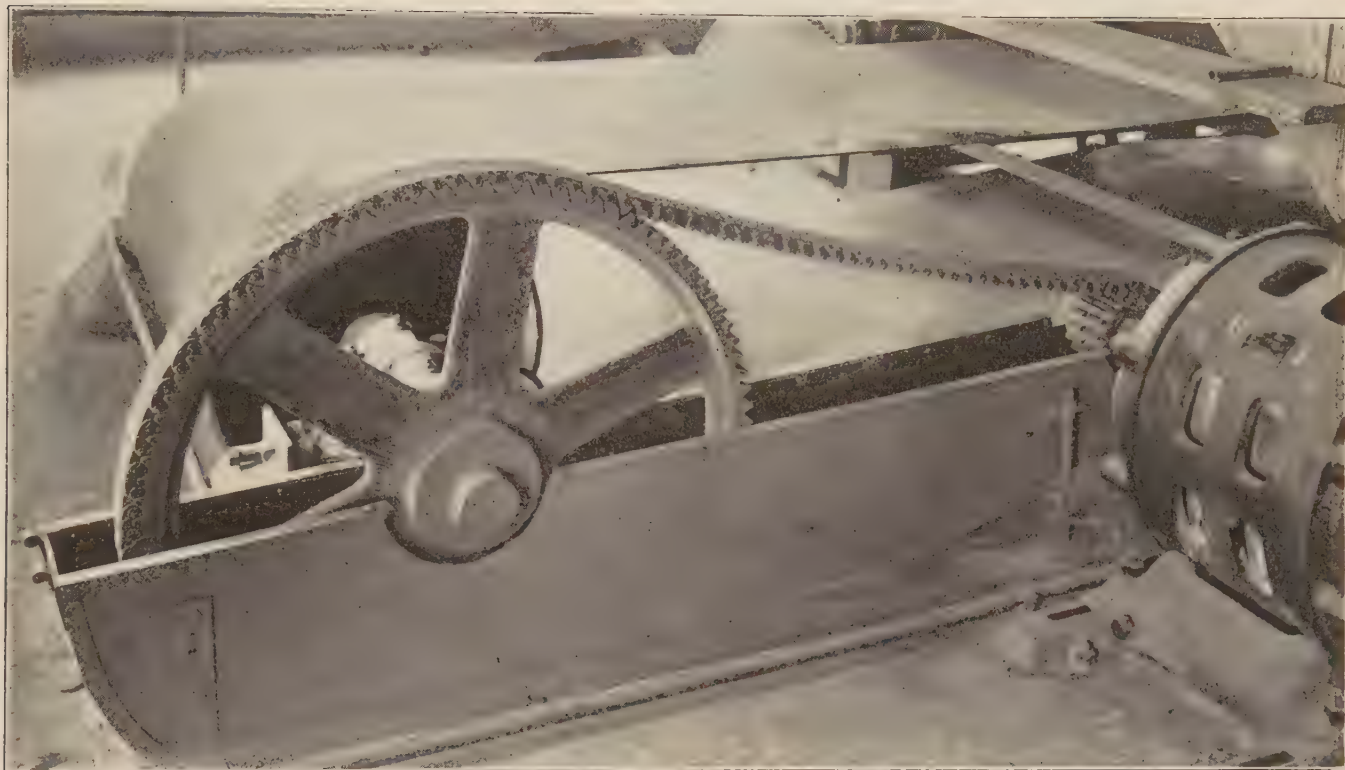
MINNEAPOLIS

WINNIPEG

MORSE DRIVES

The Sign of Efficiency
The Sign of Durability
Positive as Gears
Flexible as a Belt
Longer Life

THE MORSE "ROCKER JOINT"



One of the numerous Morse Silent Chain Drives used in the Northern Central Elevator, Canton, Baltimore, Md.

It was not by chance that Morse Silent Chain Drives were selected as the sole transmission in the Northern Central Elevator at Baltimore—for all motors which were not direct connection. Every known transmission was thoroughly canvassed before decision was made, and in view of the splendid results obtained over a long period of years with Morse Drives installed in all the largest elevators built and equipped by the leading construction engineers, Morse equipment was ordered because it was believed it would conform to the high efficiency standard better than any other.

In this elevator 79 Morse drives, totaling 2525 horsepower, are installed for driving receiving and shipping conveyors, cross shipping conveyors, storage conveyors, basement and cupola conveyors, gantries, power shovels and driers.

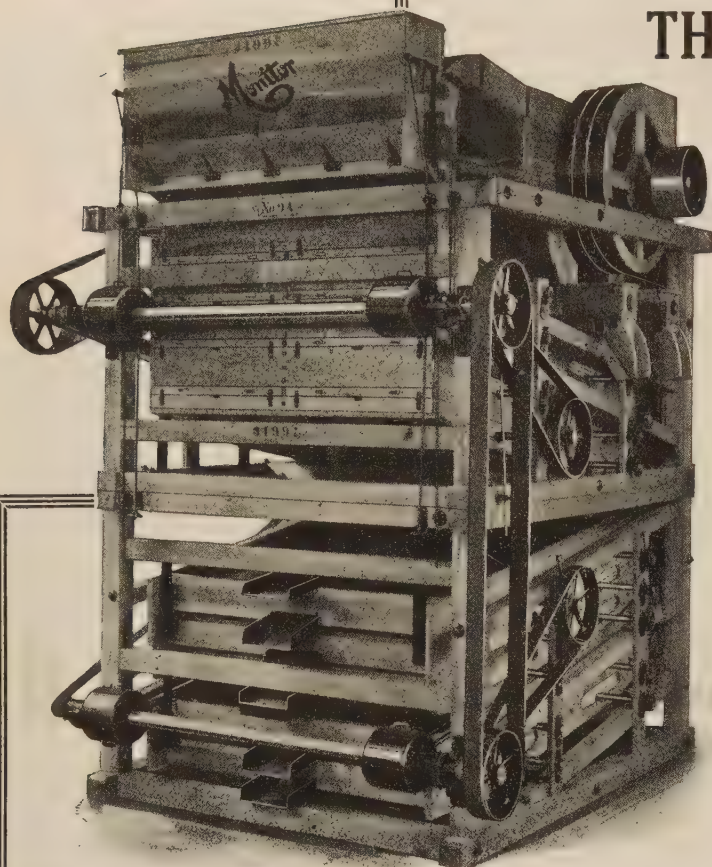
Morse Silent Chain Drive has attained its leading position by results; has proven its efficiency, its durability, its low maintenance; it has increased production and lowered cost; it has brought out the concealed profits of slipping belts wherever the 3,000,000 h. p. now in use has been installed.

What are your transmission problems?—Submit them to us.

MORSE CHAIN COMPANY

ITHACA, N. Y.

Engineering Sales Offices in Principal Cities



THE MONITOR SCREENINGS SEPARATOR

has a definite place in the modern grain elevator.

Time was when screenings were just "screenings". The MONITOR has changed this. They now have an increased market value through the definite separation of the valuable elements which they contain.

Pick up a handful of your screenings and see what you have. The mustard, the flax, the small wheat, the oat, each has a value of its own. The MONITOR GIVES EACH BY ITSELF.

HUNTLEY MFG. CO.
DEPT. B SILVER CREEK, N. Y.

Canadian Plant
HUNTLEY MFG. CO., Ltd.
Tillsonburg, Ont.

THE DIXIE MILLER

ATLANTA, GA.

A Monthly Journal
Devoted to Milling,
Flour, Grain

Established 1893

Subscription Price \$1.00 a Year

*Sample copy furnished to interested
parties upon request*

OUR IMPROVED

Railroad Claim Books

require little of your time for filing, and contain spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

" B—Loss in Market Value Due to Delay in Transit.

" C—Loss in Quality Due to Delay in Transit.

" D—Loss in Market Value Due to Delay in Furnishing Cars.

" E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

The five forms are well bound in three books, as follows:

411-A contains 100 sets all Form A. Price, \$2.00

411-E contains 100 sets all Form E. Price, \$2.00

411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price \$2.00.

Send all orders to

GRAIN DEALERS JOURNAL

305 South La Salle Street

CHICAGO, ILL.

Molasses for Mixed Feeds

We can supply Cane Blackstrap
Molasses in quantity.

Tank Steamers

Storage tanks at New Orleans, Louisiana,
and Gulfport, Mississippi

250 Tank cars fitted with steam coils

—are part of our equipment that
enables us to render manufacturers
of mixed feeds an unusual shipping
service.

Write or wire for quotations.

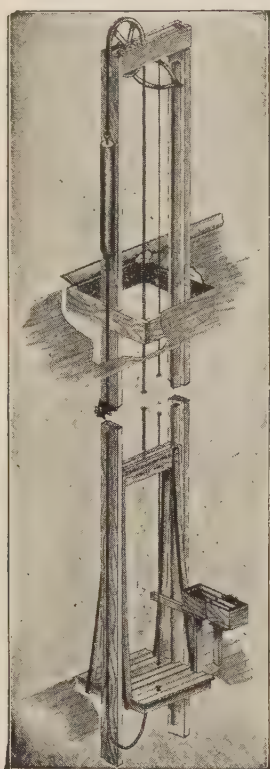
American Sugar Refining Company

Molasses Division

Chicago

New York

New Orleans



WHY WALK

to the cupola of your elevator each time the head machinery needs oiling or cleaning. This is a waste of effort that could be spent more advantageously in some other way. Another thing, have you considered that the installation of a

Sidney Manlift

in your elevator earns a lower insurance rate for you? Figure it out, and you will find that the saving thus effected will almost pay for the manlift. There are many ways a manlift will save you money, which are explained in our recent catalog, also describing other machines in the extensive line of "Sidney" elevator machinery. This catalog is yours for the asking.

The PHILIP SMITH MFG. CO.

SIDNEY, OHIO

SPEAR



Sample
Envelopes



The Best

**Grain Samples Sent the Spear Way
Always Reach Destination**

The value of supplying your customers with clean, promptly delivered samples is obvious. Do not neglect the important factor of good sample envelopes.

Write us for samples and prices today.

HEYWOOD MFG. CO.

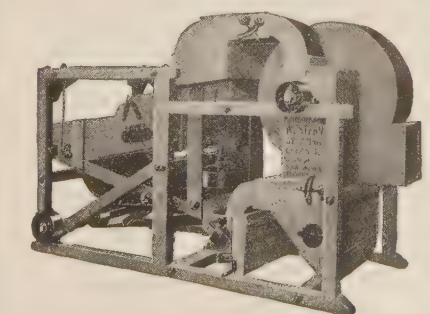
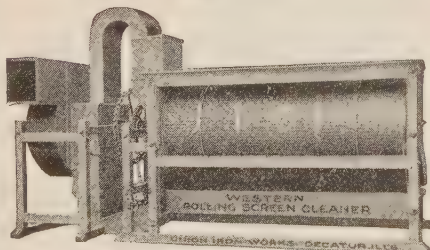
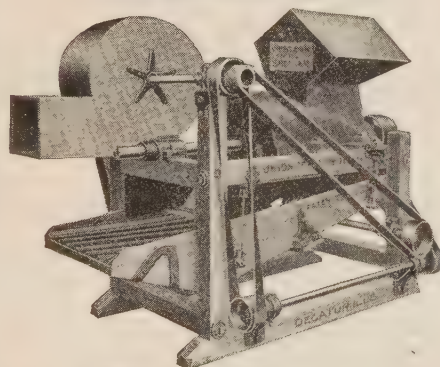
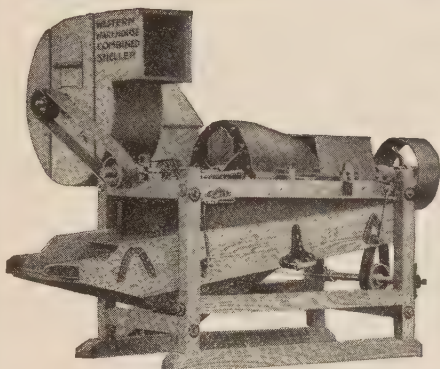
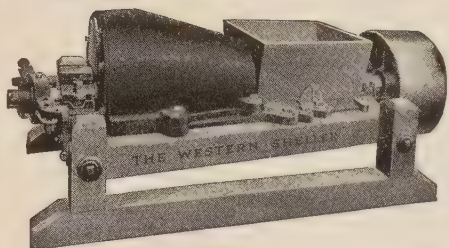
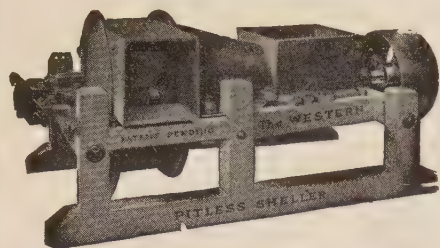
420 N. 3rd St.

Minneapolis, Minn.

Have You Seed For Sale?

Do You Wish To Buy Seed?

**See our "Seeds For Sale—
Wanted" Department
This Number.**



WESTERN Shellers and Cleaners RANK FIRST IN SERVICE DURABILITY AND EFFICIENCY

We also manufacture a complete line of Grain Elevating and Power Transmission Machinery. A complete stock is always on hand in our plant, making it possible to offer exceptional service in the way of prompt shipment.

Send for our new catalogue No. 27.

*Give Us a Chance to
Prove These Statements*

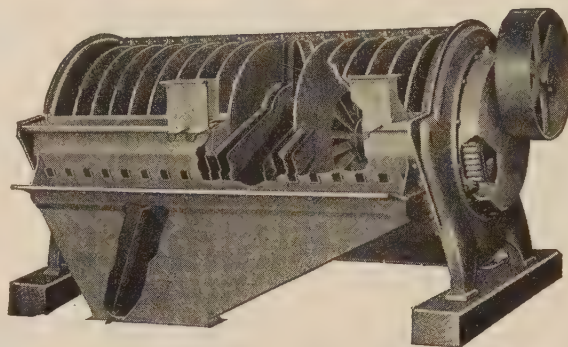
UNION IRON WORKS
DECATUR, ILLINOIS

Wheat Cleaning in All Elevators Can Now Be Commercially Perfect!

The worry of the elevator operator has always been either too much wheat in the tailings or too much oats and barley in the wheat.

A new small size Carter Disc Separator is now being made which will pay for itself in a short time by reclaiming wheat from tailings.

By crowding the ordinary separator it is possible to get a greatly increased capacity and an excellent separation, but it will tail off considerable wheat. By running the wheat-laden tailings through this new size Disc Separator every kernel can be reclaimed. Thus by using a disc separator with your



Ready to clean 'em up! 15 to 600 bushels per hour and once through for a commercially perfect separation. Use the small machine to reclaim wheat from tailings.

present cleaner you get a commercially perfect separation, increase your capacity and **lose no wheat.**

If a large volume of wheat is handled, it would pay to install large size New Carter Disc Separators and make a perfect cleanup **all in one operation.**

And remember this—with Carter Disc Separators in your elevator you have practically no separator upkeep expense and also have machines that are fool-proof and trouble-proof.

This small machine is a winner—how about reclaiming wheat from tailings in **your** elevator?

THE NEW CARTER DISC SEPARATOR

CARTER-MAYHEW MFG. CO., Minneapolis, Minn.

In Canada: Manufactured and Sold by Strong-Scott Mfg. Co., Ltd., Winnipeg.

Confirmation Blanks Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs and returns one and keeps the other.

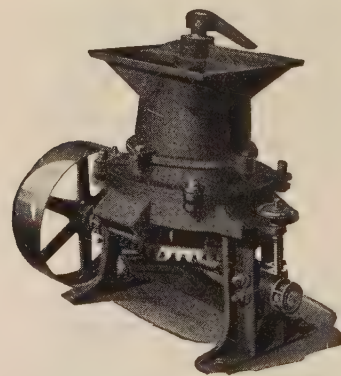
This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate and two sheets carbon bound with pressboard and wire stitched, size $5\frac{1}{4}'' \times 8\frac{1}{4}''$.

Order Form 6 CB, Price 90 cts.

Grain Dealers Journal
305 S. La Salle Street CHICAGO, ILL.



TRIUMPH CRUSHERS CRUSH CORN PROPERLY

Built in two sizes: Number one for capacities up to 30 bushels per hour; number two for capacities up to 60 bushels per hour.

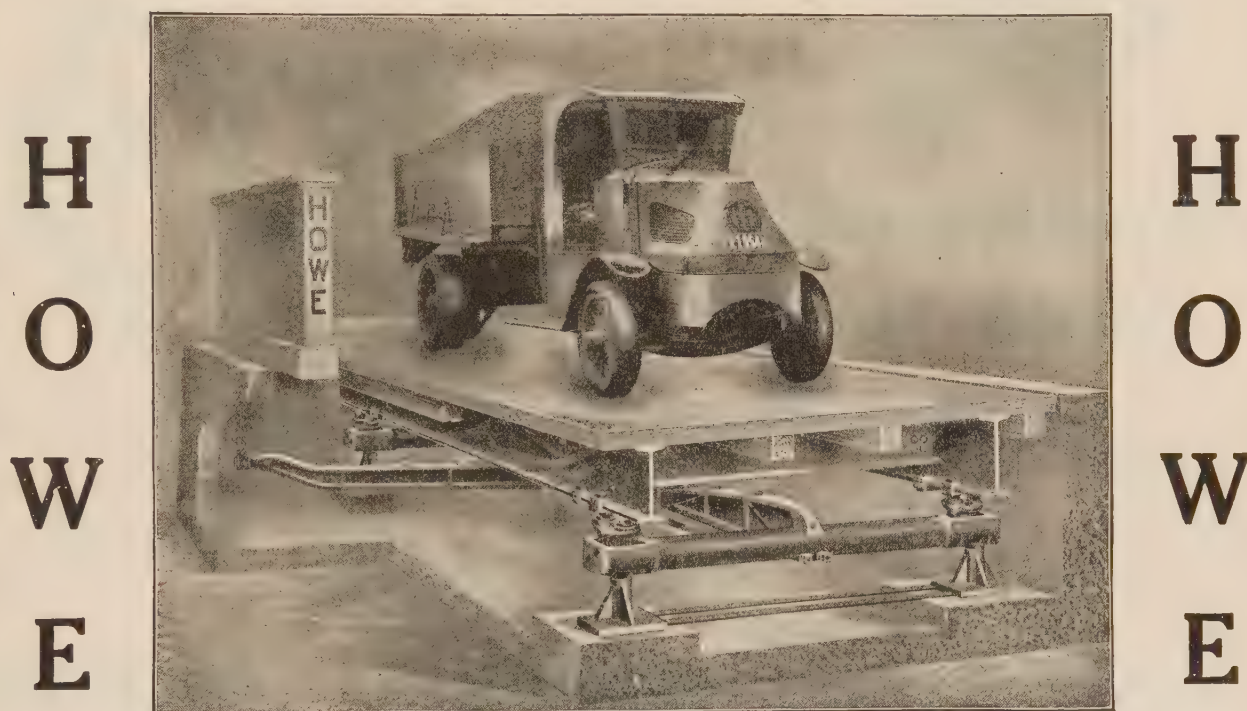
DELIVERY FROM STOCK

THE C.O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio

Howe Auto Truck Scales with Ball Bearing Platform

The large increase in the use of Auto Trucks throughout the country has created an enormous demand for Auto truck scales.

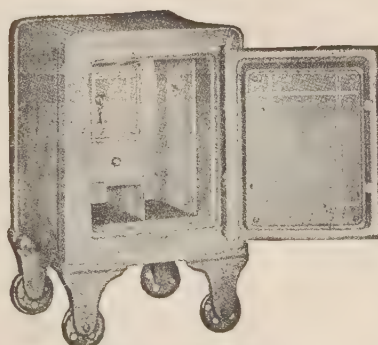
If you *buy* and *sell* by *weight* you want the best weighing device made. The HOWE will answer this description. The 1920 demand will be greater than the supply. *Get your order in early.*



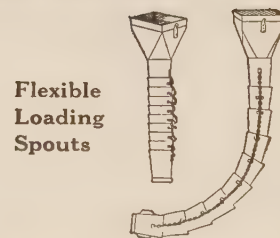
Spiral Conveyor



Flexible Spout Holder



Fire Proof Safes



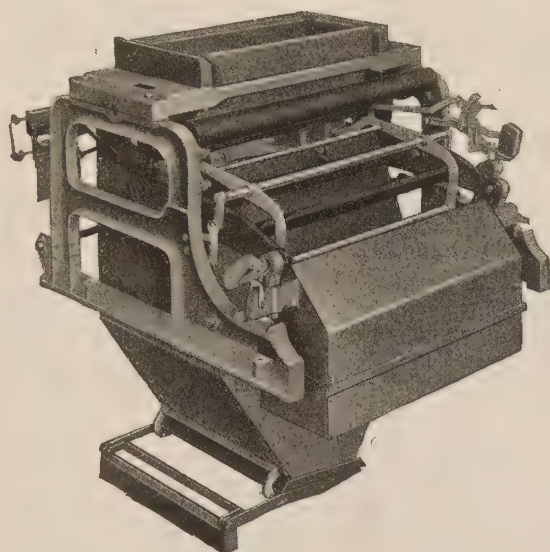
Flexible Loading Spouts



All Styles Buckets

We carry large stocks of Pulleys, Belting, Sprockets, Transmission Rope, etc., for prompt shipment. When in need write us.

American Supply & Machinery Co., Omaha, Nebraska



Richardson Automatic Shipping Scales

are installed in

THOUSANDS OF GRAIN
ELEVATORS THROUGHOUT THE
COUNTRY

They are endorsed by users as the most efficient scales for accurately registering carload shipments of grain.

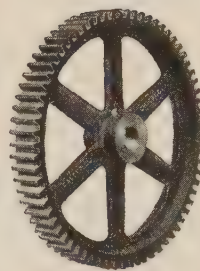
Every machine complies in design with the specifications laid down by the INTERSTATE COMMERCE COMMISSION, the highest authority, recognized by law, to determine what shall constitute an entirely adequate shipping scale for the country elevator.

RICHARDSON SCALE COMPANY

Passaic, N. J.

Chicago Minneapolis Omaha Wichita

CALDWELL GEARS



Cast iron machine mold-gears, also gears with machine cut teeth, Spurs, Bevels, Miters, Worm Drives and Mortise Wheels.

PULLEYS

We manufacture our own cast iron pulleys—heavy construction, special grade material, light running and well balanced.

We manufacture a complete line of screw conveyors, belt conveyors, bucket elevators, steel buckets, sprockets, chain, bearings, etc.



Send for our Catalog No. 45

H. W. CALDWELL & SON CO.

Chicago, Ill.—17th St. and Western Avenue

New York—50 Church St.

Dallas, Texas—709 Main St.

ACCOUNT BOOKS FOR GRAIN DEALERS

GRAIN RECEIVING BOOK Form 12 AA is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 160 pages or spaces for records of 6560 loads. The book is well printed, ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2¼ lbs.

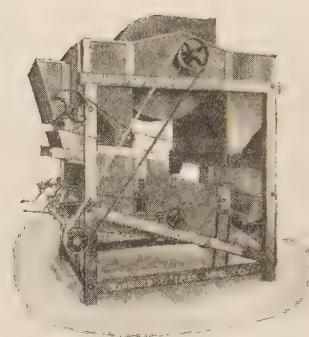
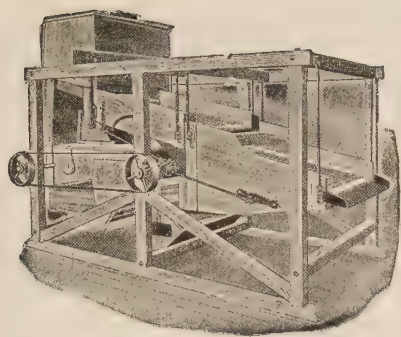
GRAIN SHIPPING BOOK Form 14 AA is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼x16¼ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial. Our **Weights in Bushels**, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of 2,250 cars, is printed on linen ledger, well bound in heavy canvas covers with keratol corners. Weighs 4 lbs.

COMPLETE SET FOR \$6.25

GRAIN DEALERS JOURNAL

305 So. La Salle Street, Chicago, Ill.



For Sixty-One Years Barnard & Leas Mfg. Co. Have Taken The Lead

in the manufacture of modern up-to-date, high-grade Elevator and Feed Mill machinery, and have held the reputation of always being the FIRST to come to the grain dealer's aid in building machinery to make the grain handling business more profitable.

We have also taken the LEAD in REDUCING PRICES to enable our grain dealer friends to go ahead with their new building and remodeling problems, and our office has been flooded with letters of appreciation of this loyal act.

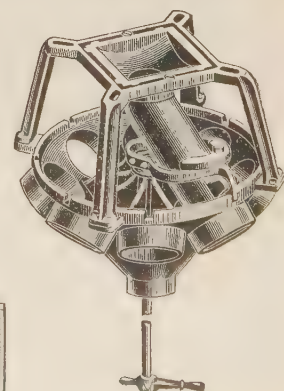
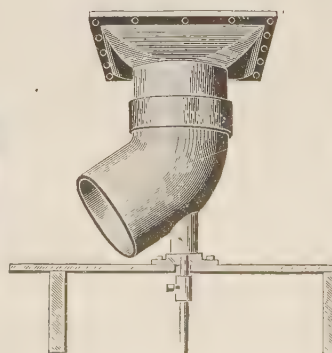
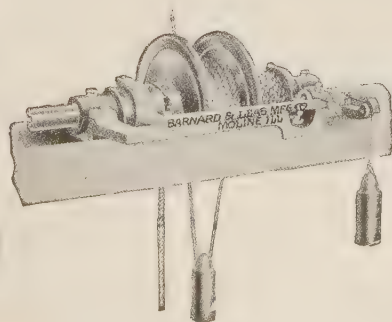
LET US QUOTE ON YOUR REQUIREMENTS NOW



BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Order a Nipp Gravity

Automatic Combined-Truck-and-Wagon-Dump

on trial FOR THIRTY DAYS FREE. This will give you an exceptional chance to see just what work the Nipp Dump will do before you buy it.

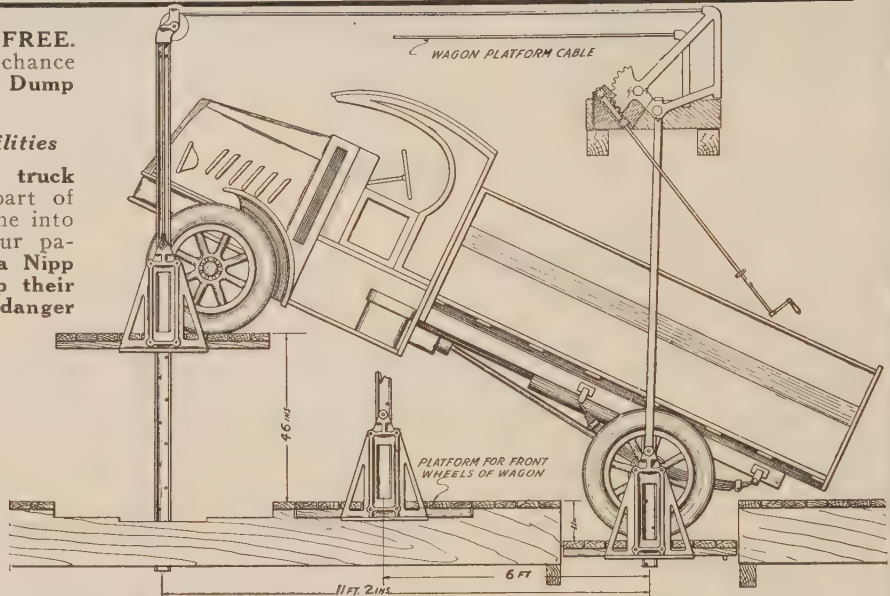
You should modernize your facilities

especially those in regard to truck dumping; because that is the part of your work during which you come into direct personal contact with your patrons; and you should provide a Nipp Gravity Dump; for it will dump their trucks quickly, yet with no danger whatever.

The Nipp Dump requires no power

of any kind—nothing excepting the weight of the heavily loaded trucks and wagons. **MECHANICAL ADAPTION OF GRAVITY AND LEVERAGE DOES THE WORK.** The Nipp Dump is now ready for immediate shipment.

ORDER ONE AND GIVE IT A THOROUGH TRIAL for thirty days free.



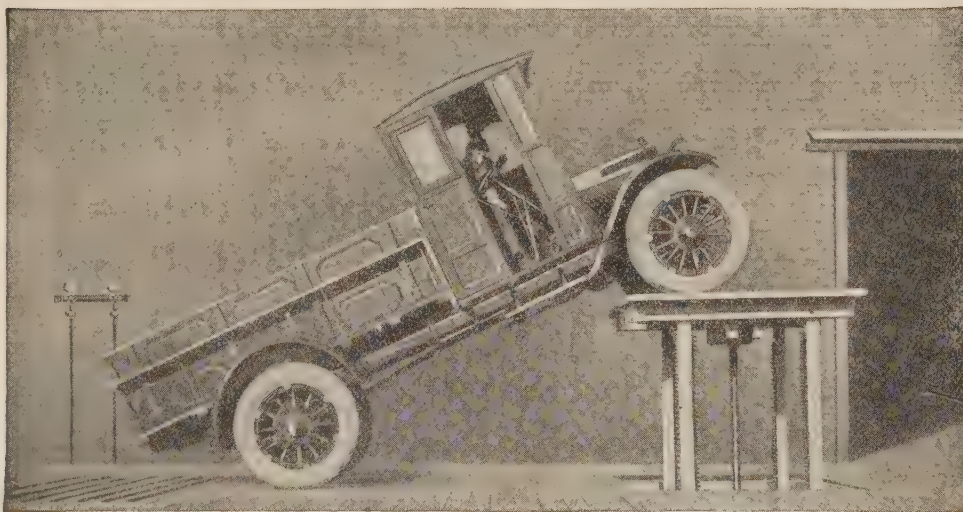
Puritan Mfg. & Supply Co.

1014 N. 17th Street

Omaha, Nebraska

TRAPP DUMP PRICES

ARE REDUCED



We have made a voluntary reduction of prices in anticipation of lower expenses for labor and raw materials.

YOU SHOULD ORDER AT ONCE, as we cannot guarantee how long these prices can remain in effect. You know the reputation of **TRAPP DUMPS**. There is no question but a Trapp Auto Truck Dump or a Trapp Combined Truck and Wagon Dump installed in your elevator would handle all vehicles **QUICKLY AND WITH THE UTMOST SAFETY**. The installation can be made very easily.

Write for full details, free illustrated circulars, and new prices. You should attend to this right away and provide now for modern truck dumping facilities at your elevator.

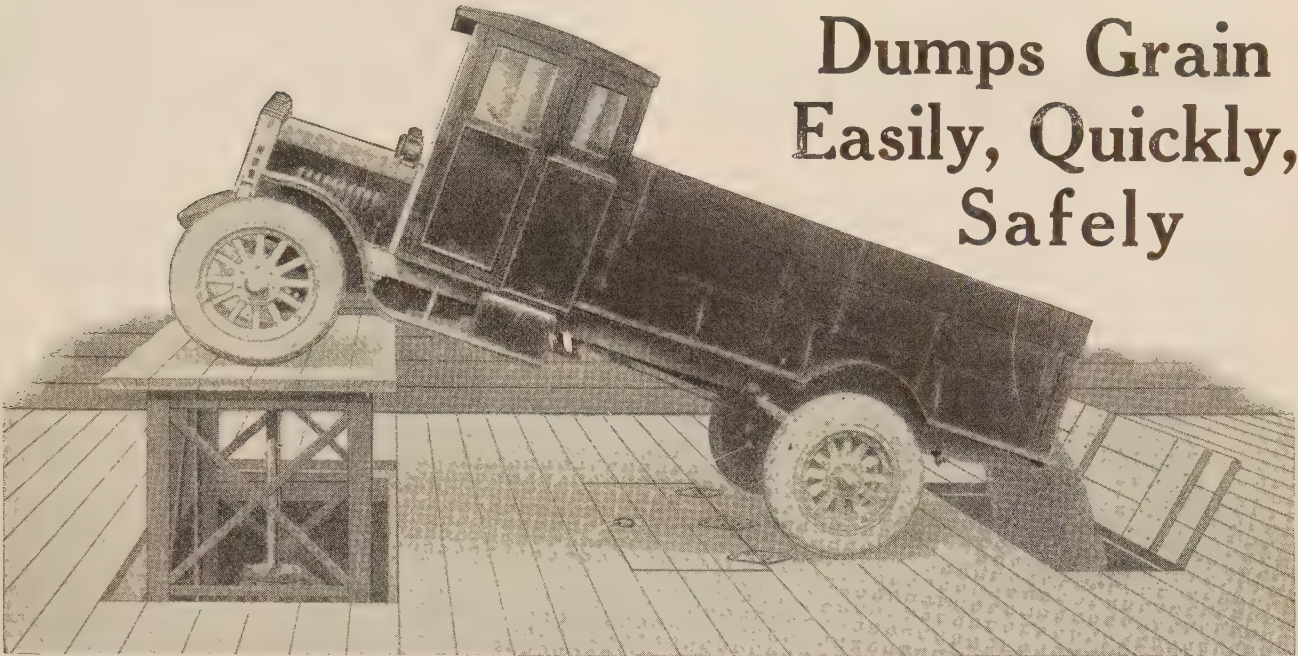
Trapp-Gohr-Donovan Company

1125-27-29 North 22nd St.

OMAHA, NEBRASKA

THIS NEW ALL-STEEL LIFT

**Dumps Grain
Easily, Quickly,
Safely**



There was a time when elevator men had to buy a new grain spout every time sections wore out, but Kewanee stopped that. Today over 6,000 elevators are equipped with Kewanee Renewable Bottom Grain Spouts, and are saving time, grain and money.

Now comes the new Kewanee 3 in 1 All-Steel Ball-Bearing Lift successfully solving another problem that has bothered elevator owners. For years we have been studying grain dumps, experimenting with them and analyzing their construction. We knew what we wanted—a truck lift without a single weakness, but that would include all the desirable features of every other grain dump made. Kewanee engineers were put on the job to design the best device that could be produced. They succeeded, even beyond our expectation, and here it is.

DUMPS TRUCKS, WAGONS, SLEDS

The new Kewanee 3 in 1 All-Steel Ball-Bearing Lift is the only dump that, with a single unit dumps trucks, wagons, and sleds. It is easier, quicker, more economical and safer than any truck dump ever offered to elevator owners. The photograph above shows its simplicity. The front wheels or runners of the vehicle stand on a platform that is elevated by compressed air, and the grain slides out into the elevator pit. Turning an air valve raises the platform to the desired height in a few seconds without jar or jolt. Opening a blow-off valve, the platform gently lowers itself to its original level, and that's all there is to it. Could anything be more simple? No chains, pulleys or overhead framework to break or get out of order. The saving in time alone makes it the most desirable grain dump made—it can be installed in front of your present wagon dump.

All-Steel Ball-Bearing Construction

Not only is the Kewanee 3 in 1 Truck Lift the simplest dumping device on the market, but the strongest and easiest running. Built entirely of steel, it will support a load of 50 tons, a greater capacity than any other make affords. This extra capacity will take care of future requirements no matter how heavy the truck of tomorrow may be.

Ball-bearing construction is another exclusive Kewanee feature. Between the inner and outer frameworks are built-in high grade ball-bearings. As the platform is raised and lowered it is not only held rigidly in place, but moves easily with almost no friction—that's why less power is required to operate the Kewanee Lift and why it will never become wobbly.

Absolutely Safe

Another point of advantage of the Kewanee Truck Lift is safety. No chance for truck to slide backward with harm to itself and possible injury to bystanders. Both front and back

wheels always stand on a level plane and never on an inclined platform, as is the case with many other truck lifts. Truck wheels never have to be locked with chains—in fact, it is not even necessary to set the brakes—absolute safety for horses' feet and legs is always assured.

Investigate This New Lift

Mail the coupon today and learn more about this new, improved truck lift. We want to show you how we have combined all the advantages and eliminated all the weak points in construction of other dumps on the market. It costs only a postage stamp to get this information and you obligate yourself in no way by asking for it. You owe it to yourself and to your business to inform yourself on the most modern methods for improving your dumping facilities.

Kewanee Implement Co.,
514 Commercial Street,
Kewanee, Ill.

KEWANEE LIFT
All-Steel—Ball-Bearing
KEWANEE IMPLEMENT CO.
514 Commercial Street, Kewanee, Ill.

Without obligating myself in any way,
I would like to learn more about the new
Kewanee All-Steel Ball-Bearing Lift.

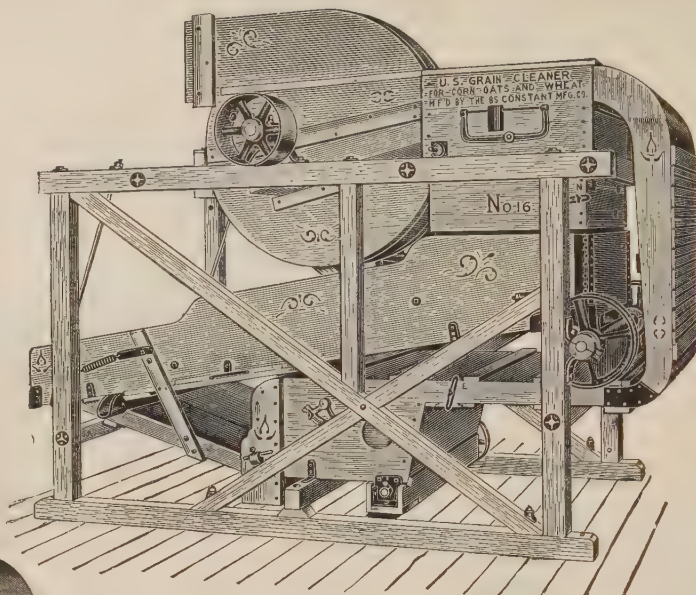
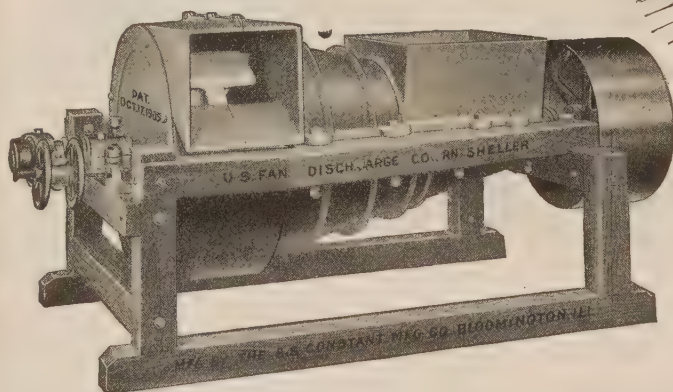
Name

Address

CLEANING AND SHELLING

the two most important operations in handling grain through an elevator—they should be the most efficient. Your desire for greater shelling efficient will be gratified if you install

The U. S. Corn Sheller



The U. S. Grain Cleaner

is acknowledged a leader in satisfactory performance and has built up a reputation for operating efficiency and economy unequalled by any other. Send for our catalog describing these and other grain elevator machinery.

B. S. CONSTANT MFG. CO.
Bloomington, Ill.

OUR NEW HOME
After May 1st.



UNION FUEL BLDG.
123 W. Madison St.
Chicago



UNION FUEL COMPANY

Miners and Distributors of Bituminous Coal

A company with definite ideals.

Uniting:

Mines of established reputation
Compactness of location
Unexcelled transportation
Experienced supervision
Efficient service to customers

EXECUTIVE OFFICES

Lytton Building,
Chicago
L. J. Pulliam, President
Andrew Stevenson, Vice-Pres.
B. F. Bliss, Auditor

OPERATING and SALES OFFICES

Reisch Bldg., Springfield, Ill.
G. W. Hatch, Sales Manager
H. E. Smith, Gen'l Supt.
L. S. Short, Purchasing Agent

MINES LOCATED AT

No. 1 Nilwood, Ill.
No. 2 Keys, Ill. (Tuxhorn)
No. 3 Auburn, Ill.

No. 4 Athens, Ill.
No. 5 Selbytown, Ill.
No. 6 Girard, Ill. (Ridge)



Grain Dust is a Fire Hazard

Wherever it settles.

Exposed to ignition by spark and spontaneous combustion a constant menace to life and property.

The only SANE, SAFE thing to do is recover the dust with an all-metal fireproof

"Knickerbocker 1905 Cyclone"

Write for Catalog.

The Knickerbocker Co., Jackson, Mich.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas lined ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$4.50

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

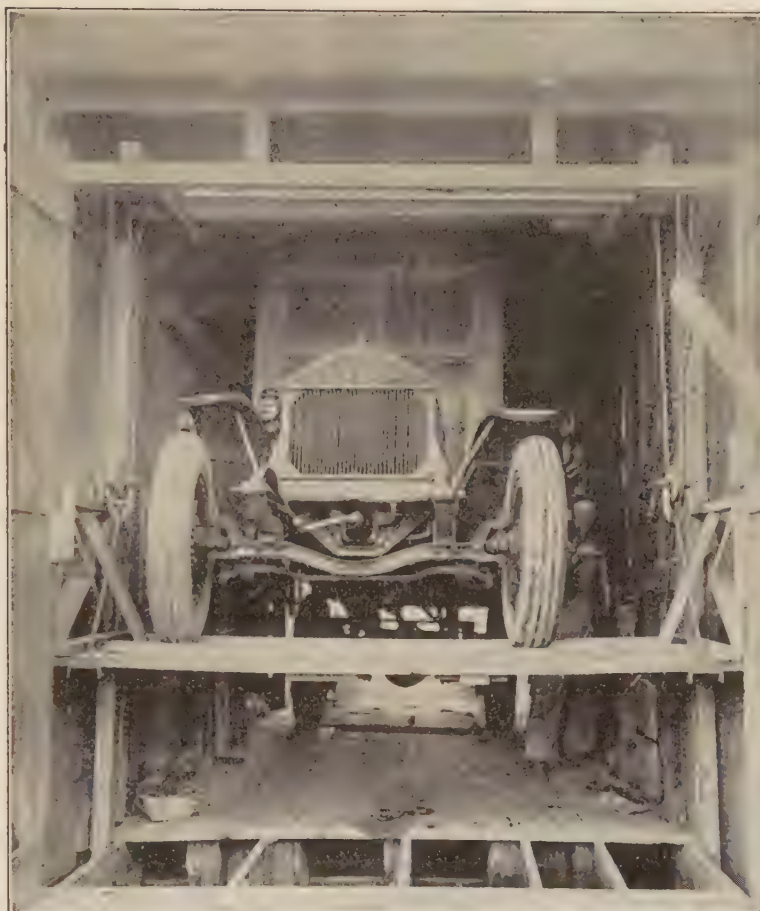
THINK OF IT!!

A First-Class Truck Dump for \$135.00

Can be installed in any elevator without disturbing any part of your elevator.

Can be used in connection with your wagon dump.

Can be installed by anyone in less than a day.



This illustration shows the dump in actual service raising a 3-ton Sandow truck

All shipped on 60 days trial from day of installment.

Of all the many dumps we sold not one has been returned.

Literature, specifications and all details mailed upon application.

York Foundry & Engine Works

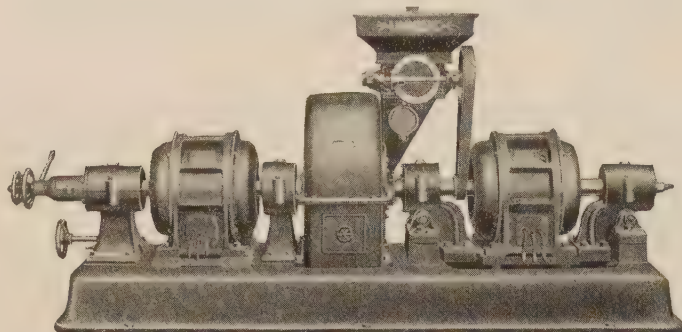
York, Nebraska

Exclusive Manufacturers of
THE POWER'S
Safety Controllable Truck Dump

WE ALSO MANUFACTURE EVERYTHING FOR YOUR ELEVATOR IN
Grain Handling Machinery

Do You Want

a Mill that will give you greater capacity when you are rushed to get out the feed for your customers?



HIDDEN FEATURES in the **Unique** make this possible, and when you consider that the Unique runs on Ball Bearings and that General Electric Motors running at 1750 revolutions per minute in opposite directions—are built into the mill, YOU KNOW that you can make feed that cannot be surpassed for fineness and uniformity, and at the lowest cost per ton.

Write **ROBINSON MFG. CO.,** P. O. BOX 411 MUNCY, PA.

Chicago Office: 416 Western Union Bldg.
456 L St., N. E. Minneapolis, Minn.
1131 S. 2nd St. Louisville, Ky.

79 Milk St. Boston, Mass.
3325 Archwood Ave. Cleveland, Ohio
39 Cortland St. New York City

THE RISING COST OF A LETTER

It is now costing you something like 15 cents for each business letter as per list below. The remedy is not to use fewer letters but to produce better letters and part of a better letter is its appearance. Give your effort the good impression that follows good stationery. Steel Die Embossed Stationery is to the letter what good clothes are to the salesman, and the extra cost over the ordinary kind where you send out 25 letters per day does not exceed 10 cents.

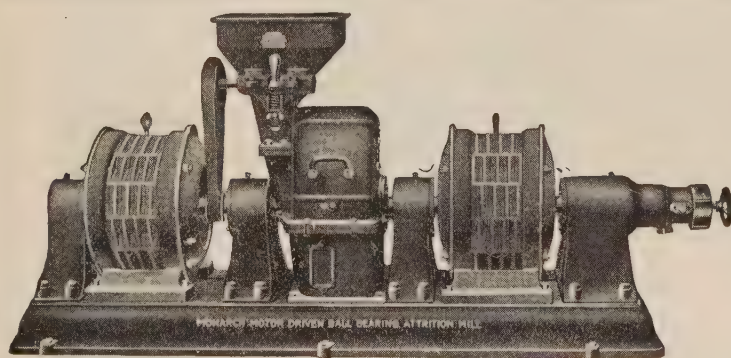
Here is a conservative list of letter cost per hundred. (This schedule omits cost of dictator's time, the largest item of all.)

	Type Printed	Steel Die Embossed
Stenographic Wages, assuming 50 letters per day, \$15 per week....	\$5.40	\$5.40
Office overhead	5.40	5.40
Postage	3.00	3.00
Envelope making .....	.08	.08
Paper, high grade, 20 lb.	1.00	1.00
Type Printing Letter Head and Envelope	.40	....
Steel Die Embossing Letter Head and Envelope .....	....	.80
	\$15.28	\$15.68

We make anything that is engraved on paper. Business and personal Xmas greeting cards. Samples willingly furnished.

THE AMERICAN EMBOSSING CO.
192-96 Seneca Street Buffalo, N. Y.

For Accurate Moisture Tests use our Grain Dealers' Air Tight Cans for forwarding your grain samples.
ST. LOUIS PAPER CAN & TUBE CO.
ST. LOUIS, MO.



There's Economy In Every Detail

Economy in feed grinding, as in any other business, means increased profit, and you are assured of the maximum amount of profit if you take advantage of the economical features of the

MONARCH BALL BEARING ATTRITION MILL

SAVES TIME—Requires no tramping.
SAVES LABOR—No worn down bearings.
SAVES LUBRICANT—Uses grease instead of oil.
SAVES EXPENSE—Maintenance cost is small.

SAVES TROUBLE—Product always uniform.
SAVES DELAY—Rapid grinding; large capacity.
SAVES REPAIRS—Durably constructed.

SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

P. O. Box No. 26

Main Office and Works: **MUNCY, PA.**

KANSAS CITY, MO., 102 New England Bldg.

MINNEAPOLIS, MINN., 407 Fourth St., So.

CHICAGO, ILL. No. 9 So. Clinton St.

RID OF RATS

Patented, is Non-Poisonous, and can be used anywhere without risk of killing house pets or injuring human beings. Eight years on the market. If your dealer don't carry it, send direct to the manufacturers.

Price \$1.80 per doz. boxes; \$1.00 per lb. (Discount quoted upon request.)

THE BERG & BEARD MFG. CO., Inc., 100 Emerson Place, Brooklyn, N. Y.



We also manufacture a very effective Gopher Exterminator.



"Standard" Steel Elevator Legging

We manufacture 8 types of elevator legging as well as elevator heads, boots, buckets and other steel and galvanized iron mill equipment.

Types of Legs

- 2 or 4-flanged corners.
- 2 or 4-angle ironed corners.
- Dust-tight with backs double flanged over sides—riveted.
- With flanged and riveted back.
- Dust-tight flanged back with no bolts or rivets.

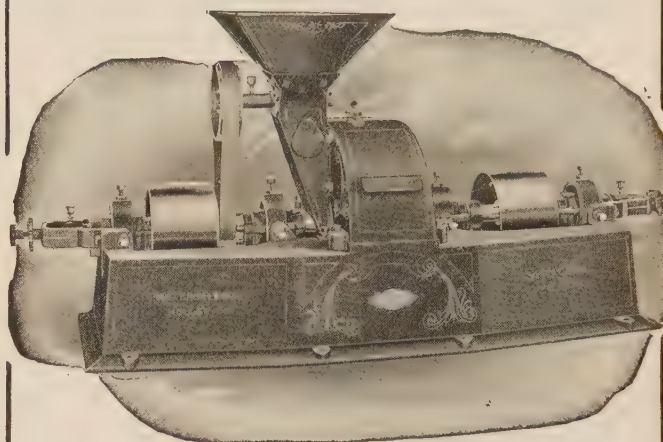
Write for quotations on any steel or galvanized iron mill or elevator equipments.

Standard Steel Works

Successor to The Ell-Kay Mfg. Co.
1736 Tracy, St. Kansas City, Mo.



You Cannot Judge A Mill by the Advertised Description



If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

THE ENGELBERG HULLER CO.

831 W. Fayette Street SYRACUSE, N. Y.

What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ills.

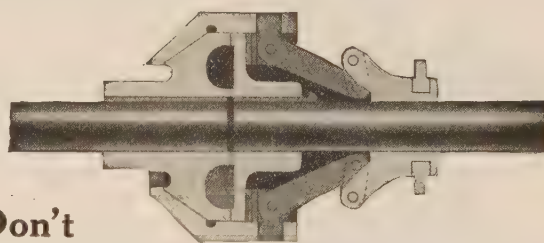
"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Eltr. Co., Clovis, N. M.

The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

Grain Dealers Journal

305 So. La Salle St.

CHICAGO, ILLS.



Don't
Say Clutch
Say **PEERLESS**

The PEERLESS Clutch a radically, differently constructed device for this purpose, was designed and proven to have more area of friction surface, less parts, simpler and perfect adjustment, greater stability and longer life. It is constructed entirely of metal of our own formulas and is so mechanically, perfectly assembled that proper lubrication reaches all friction surface. For high speeds and heavy duty we bronze line all friction surfaces in addition to the bronze bush sleeve, which is our standard equipment. The arrangement of links and levers is such that Clutch cannot be accidentally engaged or disengaged.

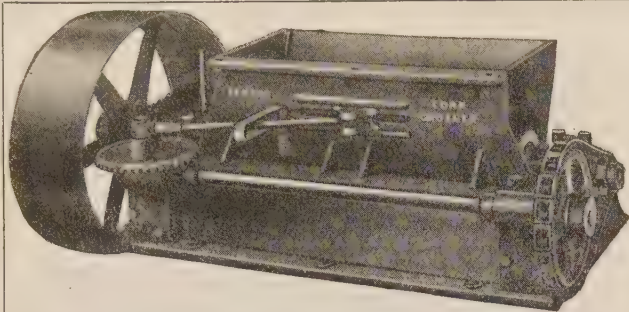
WRITE FOR DESCRIPTIVE CATALOGUE AND PRICES.

We carry a complete stock of Elevating, Conveying and Power Transmitting Machinery for Grain Elevators, Flour Mills, etc. We are also prepared to design complete Elevators and earnestly solicit your inquiries.

Essmueller Mill Furnishing Co.

1216-24 SOUTH 8th ST.

ST. LOUIS, MO.

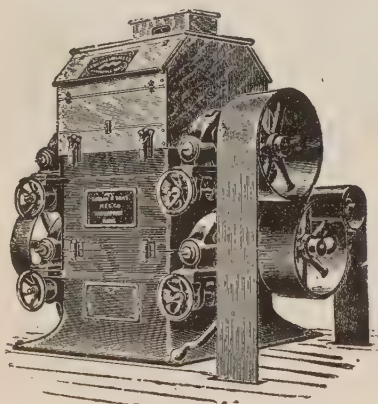

KENYON

Corn Crusher

Crushes either snapped or husked corn economically. Hard substances cannot destroy this crusher or cause expensive damage.

Write for complete information to—

BURGESS-NORTON MFG. CO. 512-536 **GENEVA, ILL.**
Peyton St.

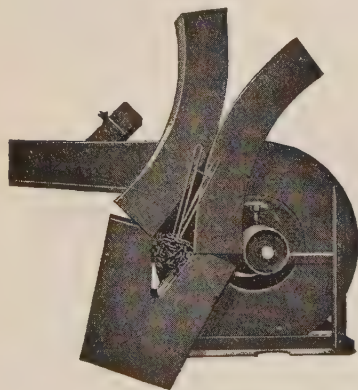


More Profits

The elevator owner who installs a feed mill in his elevator puts himself in line for more profits. No other sideline is as profitable. Your farmer patrons must have feed for stock. Are you going to let them go to your competitor? Drop us a line asking for further particulars regarding a feed mill for your elevator.

J. B. Ehrsam & Sons Mfg. Co.

Enterprise, Kansas



30 DAYS TRIAL

Increase Your Elevator Capacity With a Boss Air Blast Car Loader

Without obligating you in the least we will mail blue print showing how you can continue to receive grain after every bin is full, if you put in this SPECIAL Boss Air Blast Car Loader installation. NO NEED TO SCOOP GRAIN IN A DUSTY CAR.

You can load every car to full capacity with a Boss Air Blast Car Loader, without any scooping in the car. You can also clean the grain as you load if you desire. O. N. East, of Milmine, Ill., says it is superior to a regular grain cleaner.

We manufacture Stationary outfits for installation in elevators, also portable outfits with and without engines. Prices range from \$180.00 to \$1,185.00. They handle both EAR corn and loose grain. Write for Trial Offer and complete catalog. It will pay you.

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CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsburg, O.

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N. P. BOWSHER CO., SOUTH BEND, IND.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt price; or on trial to responsible parties. Has automatic valve and fine sponge.

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are Money Makers
They will reduce your handling expense and speed up your work. Easily installed. For quotations give your requirements
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Each ticket gives the following information: Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the ———— R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

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Grain Dealers Journal, Chicago, Ill.

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DOUBLE THE CAPACITY
NO MIXING GRAIN
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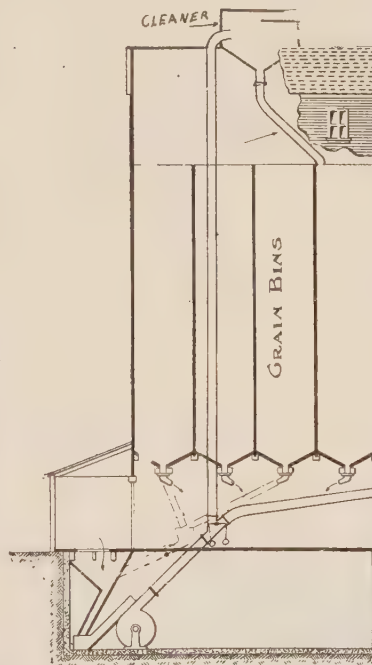
Never has a Distributor that equals this in quality or completeness been built. In convenience, economy, adaptation and efficiency, it is the last work in grain Distributors.

The best that money and experience can produce. It is built to a design of demonstrated merit, embodying every feature that contributes to usefulness, unrivalled in these respects, and unapproached.

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Bernert Grain Blower and Conditioner

Sectional view elevator installation of the Bernert Grain Blower and Conditioner fitted with Combined Elevator and Loader attachment. Note how simple the equipment. Only one machine with



one pipe leading up into the Cleaner and another leading to the car. By simply pulling the chain leading from the valve lever, connections can be switched in an instant from either elevating to loading, or loading to elevating. No nuts or bolts to be loosened; no stops necessary.

The Bernert Grain Blower and Conditioner is the most simple and most adaptable machine for elevating grain and similar material whether stationed inside or outside of building.

A lower or entirely done away with basement, no overhead transmissions, faster and less expensive installation, all operating machinery on the ground floor, less fire hazard, etc., are all points in favor of this system.

Grain is being received the same as with the bucket system, spouted or dumped direct into the hopper of the machine.

For further information, write for catalog to the

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ESTABLISHED 1898

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We would be very pleased to sub-
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at St. Louis, Mo., completed in 1920

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MECHANICALLY
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The Southeast's Foremost ELEVATOR BUILDERS

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We would
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Our Improved Method of Building with All-Steel Forms has Lowered the
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Elevators of our design and construction
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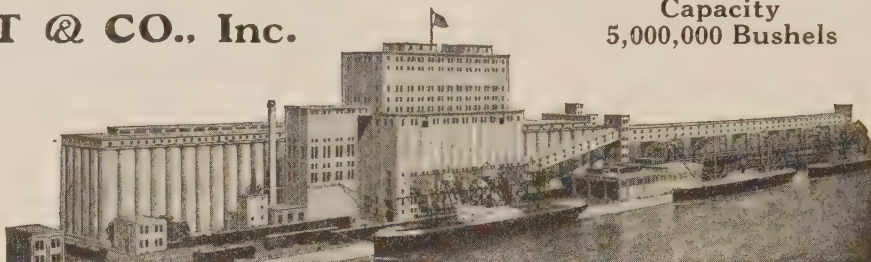
THE MOST MODERN ELEVATOR IN THE WORLD

The view below is the Pennsylvania Railroad's Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland. This elevator is equipped with four Stewart Link-Belt Grain Car Unloaders. See them in operation and be convinced of their great saving in labor cost.

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Capacity
5,000,000 Bushels

"We have built for many of your friends. Eventually we will build for you. Why not now?"

GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

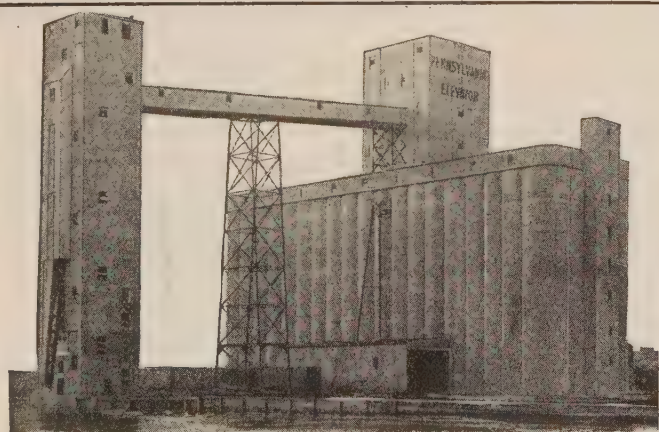
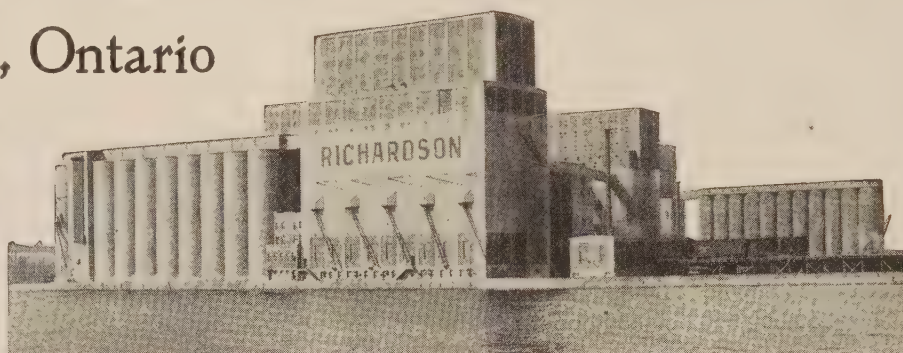
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The Grain Growers' Grain Company,
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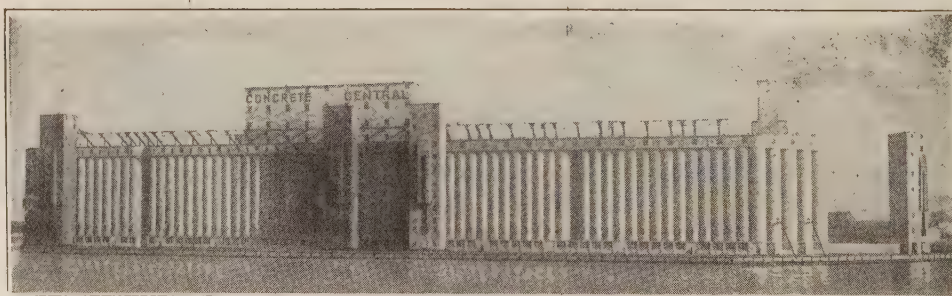
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Concrete Central Buffalo, 4,500,000 Bu.

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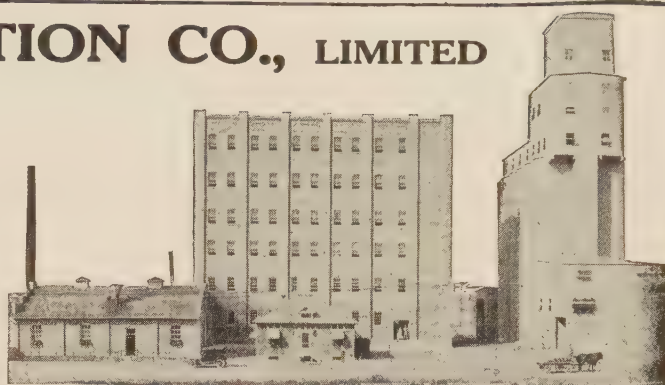
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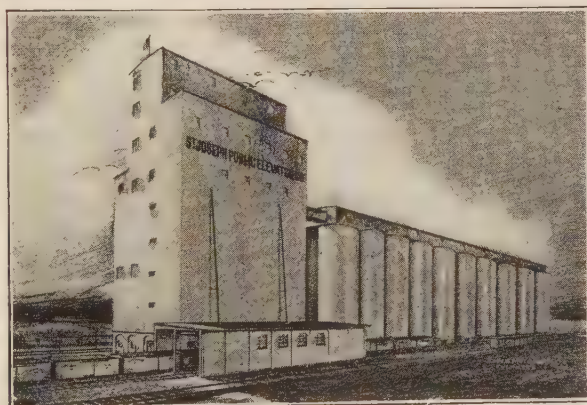
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Grain Elevators, Flour Mills and Related Buildings

In doing our best, completely and satisfactorily to handle work in
this field of construction we have sought to establish the fact that
*No job is too small to merit our careful attention and none so large
as to tax our capabilities.*

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Special study given to each plant—Each
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FEDERAL ENGINEERING CO.

Designers and Builders—Grain Elevators, Mills and Warehouses
TOPEKA, KANSAS

225,000 Bu. Concrete Elevator at Plainview, Tex.

One of the most up-to-date grain storage plants in Texas has recently been completed by the Harvest Queen Mills Co., at Plainview, and is shown in the engraving herewith. A workhouse 20x36 ft., 132 ft. 6 in. above base of rail, and with a basement 19 ft. below that level, is adjacent to the storage annex, comprising 8 tanks 18 ft. in diameter and 90 ft. high, and having below a conveyor belt tunnel, 8 ft. wide by 7 ft. high, and above a gallery 8 ft. high and 14 ft. wide.

The drier building, close to the workhouse, is 21'-0"x11'-2"x96' high. This drier was built to provide for a 300-bu. Randolph Drier. A 500 bushel garner above the drier, as well as a 500-bu. garner below the drier, makes this drier building one that can hold 1500 bushels of grain as additional storage to the workhouse. The furnace for the drier is located on the first floor, to which is connected a pipe about about 30' long, which delivers the warm air to the drier.

The drier is fed by means of a 10" diameter spout from the elevator head floor, and the grain is discharged from the drier by means of a portable loading spout, to first floor spouts in the elevator workhouse.

The first floor of the drier building is arranged so that there is ample space for ten tons of coal and in addition to the coal bin, partitions were built to provide an office and lavatory for the workmen around the elevator.

Cars, trucks and wagons can be unloaded into the workhouse, its receiving sink being divided to hold two different kinds of grain. Grain from the cars is unloaded into a receiving sink between the workhouse and scale foundation. The auto truck and wagon dump is of the Trapp-Gohr-Donovan type. On the track side of the workhouse is a 100-ton dead center, dead rail, track scale.

The car puller will take five cars at a time and is operated from the first floor, giving the operator clear sight in either direction. It is mounted on a mezzanine floor in the basement, 3 ft. below the base of the rail. The

double power shovel machine is placed above the first floor so as to give sufficient head room.

The spouting and arrangement permits the fullest use of the two elevator legs, which have a capacity of 4,000 bus. per hour each. The legs will receive or ship, and can be reached by floor spouts from first floor. The track receiving leg also discharges grain directly into a 10-bu. automatic Richardson Scale, and in turn to an 8-in. telescope spout, thence into bins or car spout. The distributors deliver the grain to the No. 11 Monitor Cleaner direct or by-passed to 9-in. diameter telescope spouts on distributing floor. Clean grain goes from the Monitor thru a 9-in. telescope spout to any bin in the workhouse. The dust from the cleaner goes into a cyclone and is sacked on the distributing floor. One of the bins on the wagon side is provided with a spout that can deliver grain back to the farmer.

An oat separator finds room in a 10-ft. high story made by dividing one of the workhouse deep bins into upper and lower sections, with the machine between, receiving from above and discharging into either of the two bins below.

The gallery over the tanks is equipped with a 24-in. conveyor belt and two pulley trippers to discharge grain from the workhouse to any storage bin. The 24-in. shipping belt receives grain from the storage bins by means of rack and pinion draw-off spouts. The elevator legs are of steel from basement to underside of bins and of concrete from the underside of bins to head floor and surmounted with a sheet metal head and 12-in. diameter distributors.

The first story is a clear floor, making it accessible to good spouting and other work. A Humphrey lift and ladder is provided from the basement to head floor. A stairway and doors on the storage end of the basement makes it possible to enter and also give a good circulation of air thruout the entire basement.

All machines are driven by individual electric motors. This 225,000-bu. concrete house was erected by the Burrell Engineering & Construction Co.

Would Give Growers Sole Right to Erect Elevators.

A bill which has passed its third reading in the West Australian Legislature would give the sole right to erect bulk grain elevators in the province of West Australia, to the Western Australian Grain Growers Co-operative Elevators, Ltd.

The bill provides that elevators be erected at Albany, Geraldton and Bunbury within the next five years and that an elevator be erected at Fremantle within four years. The work is estimated to cost £800,000 and according to the Premier the federal government would advance £550,000 of this amount when a total of 300,000 shares in the enterprise has been subscribed and when £100,000 had been expended on the work.

Other provisions in the bill as it now stands follow: The company must handle the grain for the public at the same rate as for shareholders; dividends must not exceed 8 per cent on paid-up capital; net profits, after paying dividend and providing reserve, would be divided among shareholders in proportion to the quantity of grain they supplied; the company must not deal in grain and any grain grower would be entitled to acquire shares on the same basis as the original shareholders.

SPANISH agricultural interests approve a bill to be brought before the legislative body which will impose a tax on grain imports.

THAT the soft coal shortage was due to the car shortage is proved in a 15-page pamphlet by George Otis Smith, director of the U. S. Geological Survey and issued by the National Coal Ass'n.



225,000-bu. Harvest Queen Mills Co. Elevator at Plainview, Tex.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

THREE ILLINOIS Elevators in choice farming district TO LEASE. For particulars write C. H. Wayne, 103 Sala Apt., Rock Island, Ill.

FOR SALE—Fifteen thousand bushel elevator; best wheat belt in Kansas. Price right. Address 46D16, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO Elevators for sale, lease or trade. Located in the Corn, Wheat and Oat Belt. Elevators in good condition. Will sell, lease or trade one or four. Write G. T. MORROW, Francesville, Ind.

SOUTHEASTERN MINNESOTA Elevator for sale. Excellent grain country. Capacity 30,000 bushels; 10 h. p. Goss Engine with large cleaner. Coal house in connection. I have to sell on account of my health. Address O. M. ROWLEY, WYKOFF, MINNESOTA.

GOOD STUDDER GALVANIZED IRON 20,000 bushel capacity elevator for sale, 6 years old, equipped with No. 178 Eureka cleaner, 500 bushel hopper scale, 2 legs, 15 h.p. Fairbanks engine, coal sheds and 10 acre hog yards. Well located—good territory. Enquire of M. M. Kepler, Secy., Anselmo, Nebraska.

MISSOURI—Two elevators located in Northwest part of state. One has an 8,000 bushel capacity; motor driven, sheller, cleaner, grinder, $\frac{3}{4}$ acre land, coal sheds and feed house. Other six miles distant, 2,500 bushels capacity, gas power. To be sold together. Make offer. Address 46B37, Grain Dealers Journal, Chicago.

CENTRAL ILLINOIS Elevator for sale. Located on the Illinois Central Railroad, direct shot to Southern markets. Equipped with electric power, three dumps, and all up to date. Capacity 30,000 bushels. Town 650 inhabitants. Elevator handles from 200 to 250,000 bushels annually. Coal business included. Part of money can remain in property. Price reasonable. Address 46E11, Grain Dealers Journal, Chicago.

SOUTH CENTRAL KANSAS Elevator for sale. 8500 bushels capacity; ironclad construction; 12 horse power Fairbanks Oil Engine. Office and Scales included. Located on Mo. Pacific R. R. in good town with fine schools and churches, and in the heart of the wheat belt. Town has electric light plant. Good reasons for selling. Can be bought right. Address W. S. Gibbons, Penasola, Kansas.

CENTRAL ILLINOIS Elevator for sale at a bargain if taken soon. Located in the best grain country on the I. C. R. R. Can load from this point to all southern markets. Capacity 15,000 bushels; in A-No. 1 condition; electric power; Hoepner Automatic Scale; on own ground. Handle about 250,000 bushels annually; coal sheds handle two thousand tons of coal. Price and terms right. Address 46C20, Grain Dealers Journal, Chicago, Illinois.

SOUTHWESTERN OHIO Warehouse and Elevator for sale. About 40 miles north east of Cincinnati, on branch of Penna. R. R. Village station with Church, School, Telephone, Telegraph, Express Office, Electric Light and Power. Pleasant neighborhood in good grain country. About 6 acres of land. Separate office of two rooms with scales under roof. Engine, sheller, cleaner, dumps. Everything in 1st class condition. Examination of books will show has been money maker. Reason for selling—death in family. Price \$8000. Address 46D21, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

IOWA ELEVATOR and Coal Business For Sale. Address X, Box 8, Grain Dealers Journal, Chicago, Ill.

MINNESOTA elevator of 25,000 bushels capacity for sale. Located on C. M. & St. P. Ry. Coal and Feed business in connection. Address J. J. Dobie, Mapleton, Minn.—46A13.

SOUTH DAKOTA—My elevator at Holmquist, South Dakota, for sale. 20,000 bushel capacity, cribbed house and coal shed, in fine condition. One of the best wheat points in S. D. To close partnership. Carl Helgeson, Holmquist, S. D.

SOUTHERN OHIO Elevr. and Home for sale. 20,000 bushels capacity, in town of 1,000. Excellent grain section, on main line R. R. Electric power, flour, feed, and coal. Tile machinery installed. Priced low to settle estate immediately. H. R. Meredith, Waynesville, O.

ILLINOIS ELEVATOR handling 250,000 bushels of grain annually and of 70,000 bushels capacity for sale. Good coal business; Corn cribs; Office and safe. Located in good grain territory close to Chicago and near a large city. Good terms. Address 46E31, Grain Dealers Journal, Chicago, Illinois.

INDIANA Elevator for sale, 25,000 bushels capacity—electric power. Situated on C. I. & L. Railway in White County, Indiana. This elevator is being sold in the settlement of an estate. Price right. If interested address FARMERS & TRADERS STATE BANK, Monon, Indiana.

WESTERN OHIO (located in corn, wheat and oats belt) 20,000 bushel capacity cribbed elevator for sale, steel covered, metal roof; nearly new. Complete side line in connection. Equipped with sheller, three cleaners and mill; all in excellent condition. Address 46D14, Grain Dealers Journal, Chicago, Illinois.

FIVE KANSAS Elevators handling a complete list of side lines—for sale. Located in the finest wheat belt of the country—in Southern Kansas. Communities are surrounded by high class farming tracts, the towns themselves are very up-to-date and prosperous, with excellent schools and fine churches. Opportunity knocks—Answer quick. Address 46E14, Grain Dealers Journal, Chicago, Illinois.

SOUTHWESTERN OHIO, BUTLER COUNTY, Elevator for sale. Elevator built in 1916 with steel siding and roofing; is on the C. L. & N. R. R.; has a capacity of 6,000 bushels, and a large coal, feed, post and fence business in connection. A 25 h.p. type "Y" Fairbanks Morse engine has been installed. Good reasons for selling. Address 46C12, Grain Dealers Journal, Chicago, Illinois.

CENTRAL ILLINOIS Elevator for sale. Frame house of 9,000 bushels capacity. Gasoline power, Western Sheller and Cleaner and Bess Car Loader. On own ground. Office 14x24; Implement House 36x70; Double Deck Lumber Shed on leased ground at \$10.00 per year—55x90, 7-room two story residence, with 1 and $\frac{1}{3}$ acres of ground. All buildings in good condition. One good competitor in grain; no competition in coal, farm implements or lumber. Located in good farming community in Central Illinois. Reasons for selling, poor health. Stock on hand will invoice about \$15,000 and that is all that is asked for this establishment. Address Bazaar Box 12, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE.

TWO TWENTY thousand bushel capacity elevators, located in North Central Oklahoma. On A. T. & S. F. R. R., at adjoining stations; can be operated from one station. Best crop in years; also handle Coal, Flour, Feed, Seeds and Salt. Wonderful opportunity for right parties. Address Norcenok, Box 9, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS WANTED.

WANT TO LEASE Elevator in good grain territory in Illinois. Address P. O. Box 76, Tonica, Ill.

WANTED:—You to derive the benefit of our Want Ads. Try them once and be convinced.

WANTED: Elevator located either in Northwestern Ohio or Northern Indiana. Give full particulars. 46D5, Grain Dealers Journal, Chicago.

WANTED TO BUY FOR CASH—Elevators in Minnesota, North and South Dakota and Iowa. Give full particulars in first letter. Address BOX 172, GREEN BAY, WISCONSIN.

ELEVATOR & MILL FOR SALE.

CENTRAL SOUTH DAKOTA Elevator of 30,000 bushels and 50 bbl. Mill for sale. Doing a fine business—in good grain territory. Address 46B21, Grain Dealers Journal, Chicago.

MONTANA—I am obliged to move to the Coast, and offer all or part interest in fireproof elevator and fifty barrel mill at an attractive figure. Give particulars regarding your experience and ability—financially and otherwise. P. O. Box 1174, Billings, Mont.

SMALL FLOUR MILL and two elevators in good Illinois town for sale or exchange. Would consider good farm or city property in exchange. An excellent opportunity for a hustler who has ability to grasp the situation. Address 46E33, Grain Dealers Journal, Chicago, Illinois.

WAREHOUSE FOR SALE.

OHIO 6,000 bushel capacity Warehouse located on C. & P. R. R. in good Ohio town. Handle Wheat, Corn and Oats. Have two good buildings on one acre of ground; no other mill or warehouse in town. Good reasons for selling. Write or call for further particulars. Address J. HARVEY ROSS, Waynesburg, Ohio.

MILLS FOR SALE.

GET A MILL OF YOUR OWN.

Practically new 50 bbl. Midget Marvel Mill for sale in Western Kansas wheat district, where the prospects are more than good for a large coming crop. Located on valuable railroad lease. \$4800 will handle, balance easy terms. Address 46E32 Grain Dealers Journal, Chicago, Illinois.

FEED MILL FOR SALE.

FOR SALE AT A BARGAIN—FEED MILL. Electrically equipped; French Stone Buhr; Attrition Mill; Nordyke & Marmon Motors; Corn crushers and Corn shellers; Seed cleaner; Graders, and complete set of Feed Machinery. Everything new and in tip top running order. 1920 business amounted to \$250,000.00. Best feeding Community in Central Indiana. Handle 100 cars of Hay per year. A well advertised Brand of Feeds and Formulas goes with the business. Good reason for selling. Address 46E24, Grain Dealers Journal, Chicago, Illinois.

EVERY ADVERTISER who has once used our columns invariably finds our pages then and at a later date of service.

ELEVATOR BROKERS.

JOHN A. RICE **ELMER N. SMITH**
Elevator Brokers, Frankfort, Indiana.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

CLAYBAUGH-MCCOMAS
Offices

Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade.
If you want to buy, sell or trade an elevator write us at either address.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try and satisfy you.

JAMES M. MAGUIRE.
432 Postal Tel. Bldg., Chicago, Ill.

OIL AND GAS ENGINES.

FOR SALE: 20 h.p. and 7 h.p. gasoline engine. Levasy Elevator Company, Levasy, Missouri.

FOR SALE—1 25-h.p. type Y Fairbanks Morse Engine. Nearly new. C. C. Shira, Sidney, Ind.

FOR SALE—One 20 h.p. St. Marys Gasoline engine—running every day. If interested write **GORDON GRAIN CO.**, Summitville, Ind.

IF YOU WANT A MACHINE that is not advertised here, ask for it. Make your wants known. Some one wants to sell the machine you need, but hasn't started advertising it.

FOR SALE—1-9 H.P. Vertical Fairbanks Electric and 1-20 H.P. Type N.B. Fairbanks Oil Engine; both good as new, for immediate delivery. **BALLINGER & McALLISTER**, Bloomington, Illinois.

OFFICE SUPPLIES.

SAVE 25 TO 75%.

REBUILT Addressers, Multigraphs, Duplicators, Multicolors, etc. Office Machinery Company, 22-L Quincy St., Chicago, Illinois.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

MULTIGRAPHS, Mimeographs, Multicolors, Duplicators, Folders, Sealers, Addressographs and equipment thoroly rebuilt by experts, guaranteed serviceable as new. We buy for cash.

OFFICE DEVICE COMPANY,
154-Q West Randolph St., Chicago, Ill.

ADDRESSING MACHINES, Multigraphs, Multicolor Presses, Letter Folders, Dictating Machines Typewriters, Duplicators, Dictaphones. Bought, Sold, Rebuilt. Buy a rebuilt Guaranteed Machine and save half. **PRUITT CO.**, 112-W North La Salle St., Chicago, Ill.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

STEAM ENGINES, BOILERS.

FOR SALE CHEAP—One good steam boiler and engine. **KIRKLIN GRAIN CO.**, Kirklin, Ind.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

MACHINES FOR SALE.

ONE NO. 9 and one No. 3 Invincible Oats Clipper for sale. **C. C. Smith, Conway Springs, Ks.**

SEVERAL NO. 2 Bass Car Loaders for sale. Address **A. H. Richner, Crawfordsville, Indiana.**

MIDGET MILLS of all sizes for sale. All kinds of new and used mill machinery. Write **H. C. DAVIS, Bonner Springs, Kans.**

SPROUT WALDRON Meal and Flour Grinder for sale. Size 20 French Burr Mill Ball Bearing, practically new with sacking sprout. Address **W. J. Lawson, Boswell, Indiana. 46A6.**

FOR SALE—One No. 28 Eureka Clipper; one No. 5 Eureka Clipper; one No. 5 Invincible Clipper; one No. 6 Invincible Clipper; two No. 7 Invincible Scourers. All guaranteed and in first class condition. Address **T. I. M., care 203 Postal Telegraph Bldg., Kansas City, Mo.**

WE HAVE READY FOR SHIPMENT electric motors, all kinds of belting, pulleys, shafting, hangers, and other equipment. Write us for prices. Our stocks permit us to quote you unusually low prices. It will pay you to write

CLINTON SUPPLY COMPANY
117 S. Clinton St.,
Chicago, Ill.

A REAL BARGAIN for any one that can use any of the following: One Flour Dresser, One Barnard & Leas Dustless Wheat Separator, One Garden City Middling Purifier, One Reliance Middling Purifier, One Silver Creek Buckwheat Shucker, One Eureka Smut & Separating Machine, One Double Acting Sifter, One No. 7 Cyclone Dust Collector. If interested get in touch with the **Fulton Roller Mills, Fulton, Ill.**

FOR SALE AT A BARGAIN.

Three Allis Chalmers Double Roller Mills, 9x24". Three Barnard & Leas Double Roller Mills, 9x30".

PRACTICALLY NEW.

Also complete corn mill equipment—dryers, plansifters, aspirators, reels, conveyors, scourers, dust collectors, elevators, etc.

Immediate Shipment.

MEAD JOHNSON & COMPANY,
Evansville, Ind.

REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.

9 S. Clinton St., Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE: Well established business in Illinois, dealing in wholesale and retail Flour and Feed. Firm established twenty years—owner wishes to retire. Address 46A8, Grain Dealers Journal, Chicago, Illinois.

FARM LANDS FOR EXCHANGE.

ELEVATOR WANTED in exchange for 320 acres of good fertile Canadian wheat land located just across the American border line. I have priced this land right. If interested give full description of what you have. Address 46B36, Grain Dealers Journal, Chicago, Illinois.

PAINT FOR SALE.

GOOD QUALITY lead and oil paints for elevators, outbuildings, warehouses etc., at \$1.50 per gallon in barrel lots. Market Feed & Grain Co., 47 Washington St., Buffalo, N. Y.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

BOOKS WANTED.

WANTED—To buy second-hand copy of Taylor's "History of the Board of Trade." Will pay \$10. Prof. J. E. Boyle, Cornell University, Ithaca, N. Y.

BOOK WANTED—One or two copies of "The Millwright & Millers Guide" by Oliver Evans; 13th edition, issued by Lea & Blanchard, Philadelphia. Address 46B6, Grain Dealers Journal, Chicago.

SCALES FOR SALE.

ONE MONARCH 70,000 lbs. capacity Hopper Scale with 2" tongue and groove lumber for Hopper. **C. C. SMITH, Conway Springs, Kansas.**

RICHARDSON AUTOMATIC Shipping Scales for sale. Been used two years. As good as new. Priced right. **Farmers Elvtr. Co., Oneida, Ill.**

PULLMAN AUTOMATIC, Elevator Shipping Scales for sale. Weighs 360 pounds or less each draft. Price \$100.00. **Emporia Grain Company, Pendleton, Indiana.**

NEW 5 TON Fairbanks Morse Pitless Wagon Scale for sale. Never been uncanted. \$135.00 for quick sale. For further particulars write **Lindley C. Binford Grain Co., Haviland, Kans.**

100 TON 50 FOOT FAIRBANKS Railroad Track Scale with all steel for setting same, for sale. All in perfect condition. Very Cheap.

C. E. BIRD & CO.,
Minneapolis, Minn.

ONE RICHARDSON AUTOMATIC four bushel capacity shipping Scale, in perfect condition, for sale. We have replaced this scale by a larger scale of the same make. **Tontogany Farmers' Co-operative Co., Tontogany, Ohio.**

Since 1893
28 Years
Manufacturers
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COLUMBIA MOTOR TRUCK SCALES

Are the BEST—"SAVE REPAIR BILLS"

Because they are easy to build, simple in construction, well made and retain their accuracy longer than any scale on the market. **COLUMBIA SCALES** are being used by practically every feed, coal, ice and material dealer in Chicago. **THERE MUST BE A GOOD REASON.**

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CHICAGO, ILLINOIS

Save money and send for list of our guaranteed rebuilt scales. All makes and capacities. Tell us what you want. Let us repair your scales—any makes. We also carry parts. Finest equipment for scale work in Chicago.

SITUATIONS WANTED.

MANAGER with 7 years' grain business experience wants connection with reliable grain firm; good references. Prefer S. D., Minn. or Ia. Address 46C15, Grain Dealers Journal, Chgo.

EXPERIENCED GRAIN MAN wants position as traveling grain solicitor, or as manager of some good farmers elevator. Can handle all side lines, and can furnish best of references. Address 46E27, Grain Dealers Journal, Chicago.

WANTED—By experienced young man—the management of line elevator in small town, or position under head man in large concern. In good health, industrious, and can give references. Address 46E15, Grain Dealers Journal, Chicago.

MANAGER—Position wanted as manager of elevator, line or farmers, or elevator and mill. Colo., West. Neb. or West. Kans. preferred; 20 years' experience; age 44. Speak the Scandinavian languages; references. Address 46C27, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with Farmers Company in Illinois or Iowa preferred, in town with High School. Can handle all branches of the trade including coal, live stock, and lumber. Am 37 years old with family and Al references. Address 46E4, Grain Dealers Journal, Chicago.

MARRIED MAN with fifteen years' experience in the grain business wishes position as manager of Farmers Elevator or Line House in Illinois or Iowa. Forty years of age. Can give any reference desired. Address 46B34, Grain Dealers Journal, Chicago, Illinois.

EXPERIENCED GRAIN MAN wants position as manager of a well established Farmers Company;—something that is a man's size job where efforts will be appreciated. Can furnish reference. Have good reasons for making change. Address 46B31, Grain Dealers Journal, Chicago.

POSITION WANTED—By a manager of many years' experience, with Farmers' Elevator or Line House. I am capable of managing a large business; am a competent accountant. Can give good references and Bond. Prefer location in Indiana or Illinois. Address 46C32, Grain Dealers Journal, Chicago, Illinois.

EXPERIENCED TRAFFIC, LUMBER & GRAIN Man wishes to secure a connection with some live and busy firm where there is an opportunity of working to the position of auditor. Am well acquainted with all phases of the business. Let me hear from YOU. Address 46E5, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of elevator by young man with 5 years experience as manager. Private elevator preferred. Have best of references. Must give present employer 30 days' notice before leaving. Am seeking a position which offers a prospective future. Address 46B10, Grain Dealers Journal, Chicago.

POSITION WANTED with some Farmers Company as manager or even second man. Speak the Scandinavian language well. Have had five years in the grain business and can give references to show that I am a worker. Am well acquainted with double entry bookkeeping. Salary shall depend on satisfaction. Address 46E23, Grain Dealers Journal, Chicago, Ill.

CAPABLE, Experienced grain man open for position April first or fifteenth as manager of branch office of Terminal Company or with large Farmers Company in Iowa, Nebraska, or Colorado. Years of experience in office management, mills elevators and side lines. Hard worker and competent for man's sized job. Good grain buyer. Address 46E16, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED as Superintendent or Foreman of "large" Grain Elevator where there is opportunity for something "bigger"—where effort will be appreciated. Am married, American, and speak only English. Six years experience with some of the largest elevators in Texas. Good reasons for changing. Best of references. Address 46E20, Grain Dealers Journal, Chicago, Illinois.

MALE HELP WANTED.

WANTED—Man to buy one-fourth interest and manage Lumber business at good station. Want a live, competent man. Address 46E22, Grain Dealers Journal, Chicago, Illinois.

WANTED—Married Man to buy one-fourth interest and manage country elevator. If not capable, good mixer, and real grain man—don't answer. This is a rare opportunity. Address 46E21, Grain Dealers Journal, Chicago, Ill.

WANTED—A married man to work in elevator. Man capable of operating steam power engine and also capable of taking care of all machinery. Have a good house for him to live in—in small town. Address 46E17, Grain Dealers Journal, Chicago, Illinois.

WANTED: Second men for Illinois and Iowa Country Grain and Retail Lumber Stations. Must be young, capable, and not afraid of hard work. Good opportunity for men with sufficient ability to develop into Agents or Managers. Address 46E1, Grain Dealers Journal, Chicago.

SITUATIONS WANTED

MAN WITH three years' experience in grain flour, and feed business, wants connection with some reliable grain firm. Have good references. Address A. L. Myers, Lowry City, Mo.

WANTED—Position as manager of Farmers or Line Elevator by man forty-one years of age with fifteen years experience in grain and side lines. No business too large. Can give good references and bond. Address 46E12, Grain Dealers Journal, Chicago, Illinois.

COMPETENT MAN wishes position with reliable grain firm. Experienced in the handling of side lines. Middle aged and married. Can furnish fine references. Have had fifteen years experience in the grain trade. Address 46E25, Grain Dealers Journal, Chicago, Illinois.

YOUNG MARRIED MAN, 27 years of age, wants position as manager of elevator, line or farmers, or elevator and mill. 8 years experience and understand all the details of buying, selling and operating. Can furnish the best of reference. Address S. P. SHORT, General Delivery, Amarillo, Texas.

CAPABLE, EXPERIENCED ELEVATOR MANAGER desires position with large Farmers' organization by March first or April fifteenth. Nebraska location preferable—at station doing a large volume of business.

American—good education—speak German—good bookkeeper—age 32—married—strong—energetic—good mixer. The bigger the job the better. A-1 references. Address 46C21, Grain Dealers Journal, Chicago, Ill.

SEEDS FOR SALE WANTED.

WANTED: Alfalfa—Cane—Millet. Submit samples and quote lowest prices. Russell-Heckle Seed Co., Memphis, Tenn. 46A9.

WANTED—Mammoth, Medium and Alsike seed. Mail samples and lowest prices to WALTER G. TRUMPLER Tiffin, Ohio.

MILLET SEED in car lots for sale. Early Fortune, Hog, Common (golden) and Siberian. Reimer Smith Grain Company, Holyoke, Colo.

FOR SALE—Choice lot of seed corn,—Reid's Yellow Dent, and Pride of the North,—sacked, cleaned and graded, good germination. Can furnish in bag lots and up. Get our samples and prices before buying. For particulars write KILMARTIN SEEDHOUSE, Malvern, Iowa.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

Government of New South Wales, Australia Government Grain Elevators Superintendent Sydney Terminal Elevator

The Public Service Board of New South Wales, Australia, invite applications for the position of Superintendent of the Terminal Wheat Elevator at Sydney. Applicants must have had considerable experience in a Terminal Elevator, preferably loading grain into over-sea vessels, first-hand knowledge of modern elevator practice and management; and the handling of wheat on grades, and be prepared to take up duties about July, 1921. The Sydney Terminal Elevator has a storage capacity of approximately six million bushels, and is to be operated by the Government of New South Wales as a Public Warehouse and shipping Elevator in connection with elevators operated by the Government at country points.

The salary of the position will be at the rate of one thousand pounds per annum, with first-class passage money to Sydney for the successful applicant.

Applications, stating age and experience and when services would be available, accompanied by copies of testimonials, must, in the first instance, be addressed to the Secretary of the Board of Grain Commissioners for Canada, Fort William, Ontario, and reach him not later than March 26th, 1921.

Applications should be endorsed "Superintendent, Terminal Elevator, Sydney, N. S. W."

SEEDS FOR SALE—WANTED

Field and Grass
Seed Trade Directory

ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. sds.

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds.
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

ELKHART, KANS.

Muncy & Carson, grain and seeds.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmer Seed & Nursery Co., seed corn & grass seeds.

INDIANAPOLIS, IND.

Dawson & Co., field and garden seeds.
Indiana Seed Co., The, grass and field seeds.

KANSAS CITY, MO.

Peppard Seed Co., J. G., wholesale seeds.

LAWRENCE, KANS.

J. Underwood & Son, grass and field seeds.

LINCOLN, NEB.

Griswold Seed & Nursery Co., seed merchants.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds.
Louisville Seed Co., clover & grasses.
Ross Seed Co., jobbers and exporters.

MERIDIAN, MISS.

Kimbrough Mitchell Seed Co., Southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.

NEW YORK, N. Y.

Loewith Larson & Co., grass & field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants
Radwaner Seed Co., I. L., fd. & gr. seeds, ex. impts.

OKLAHOMA CITY, OKLA.

Marshall Grain Co., Distributors of Kaffir Milo.
State Seed Co., The, garden & field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. JOSEPH, MO.

Mitchell Seed Co., clover, grasses, sorghums.

ST. LOUIS, MO.

Manglesdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

SELMA, ALA.

Geo. M. Callen, seed grasses & hay.

TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, pop corn.
Flower Co., The S. W., seed merchants.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, ~~etc.~~

North American Seed Co.
WHOLESALE GRASS & FIELD SEEDS
Milwaukee, Wisc.
"THE HOUSE OF QUALITY"

LOUISVILLE SEED COMPANY
INCORPORATED
LOUISVILLE, KY.
Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

Colorado Mountain Grown
ALFALFA and SWEET CLOVER Seed
Car Lots or Less
WILLIAM UTTERMANN
Wholesale Field Seeds
GRAND JUNCTION COLORADO

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited. Send us your samples
TOLEDO, OHIO

COURTEEN
SEED CO. Milwaukee,
Wisconsin
Clover, Timothy, Grass Seed
Grain Bags

The S. W. Flower Co.
WHOLESALE
FIELD SEED
MERCHANTS
SPECIALTIES
RED CLOVER, TIMOTHY
ALSIKE
TOLEDO
OHIO

JOBBERS AND EXPORTERS
ROSS SEED CO.
Ky. Blue, Orchard, Red Top, and all kinds
of field seeds Bought and Sold.
Louisville, Kentucky.

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with
Torsion Balances.



5055
Style No. 5055 Corn
Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

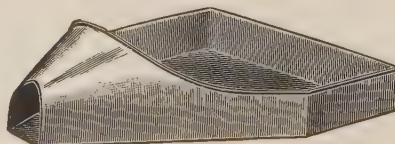
The Torsion Balance Co.

Pacific Coast Branch,
49 California Street
San Francisco, Cal.

Factory:
Jersey City, N. J.

Office:
92 Reade Street
New York

SEED SAMPLE PANS



Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities.

Seed Size, 1½x9x11". Price \$1.65.

Send All Orders to

GRAIN DEALERS JOURNAL, 305 So. La Salle St., Chicago, Ill.

SEEDS FOR SALE—WANTED

HENRY HIRSCH
WHOLESALE FIELD SEEDS
CLOVER — ALSIKE — TIMOTHY — ALFALFA
Our Specialty
All Other Field Seeds
TOLEDO - - OHIO

WHITNEY-ECKSTEIN SEED CO.
Wholesale Seed Merchants
BUFFALO, N. Y.
CORRESPONDENCE INVITED

The Mangelsdorf Seed Co.
Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
ATCHISON KANSAS

We Buy **SEEDS** We Sell
J. G. PEPPARD SEED CO.
Kansas City, Mo.

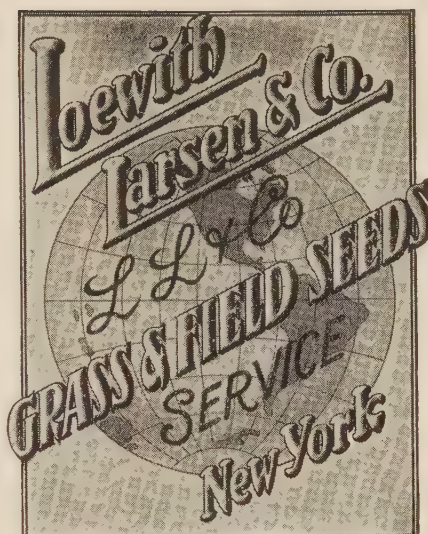
The J. M. McCullough's Sons Co.
BUYERS — SELLERS
Field and Garden Seeds
CINCINNATI - - OHIO

The Stanford Seed Company, Inc.
Wholesale Field Seeds ... **BUFFALO, N. Y.**

Crabbs Reynolds Taylor Company
CRAWFORDSVILLE, INDIANA
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

IMPORTERS EXPORTERS
GRASS and CLOVER SEED
Buyers and Sellers of Timothy, Red Clover,
Alsike, Alfalfa, White Clover, etc.
NUNGESSER-DICKINSON SEED CO.
New York, N. Y., U. S. A.

SEEDS ANY and EVERY
KIND CAR LOTS or LESS
The Nebraska Seed Co.
Omaha, Neb.



THE ILLINOIS SEED CO.
CHICAGO, ILL.
WE BUY AND SELL
Field Seeds

Ask for Prices
Mail Samples for Bids

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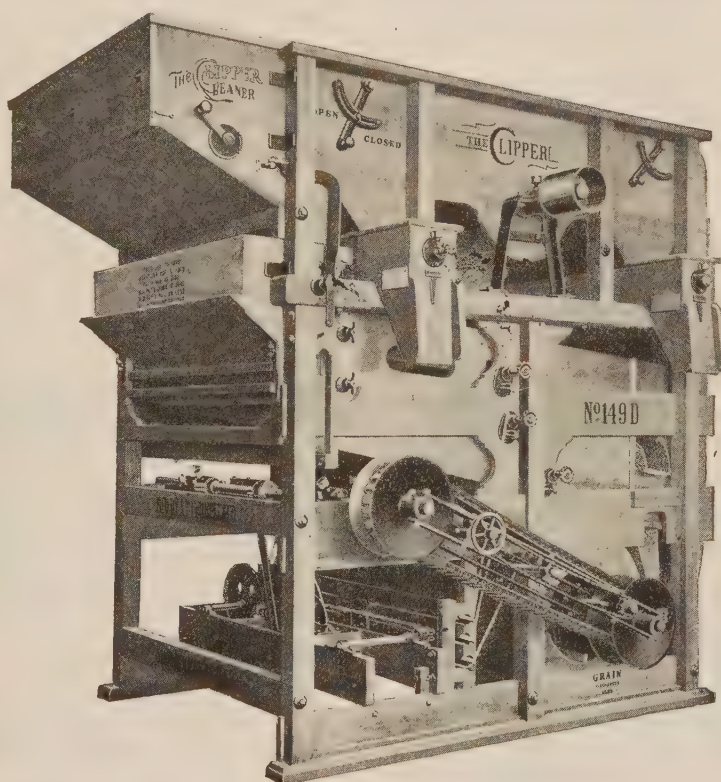
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The Clipper Cleaner is not an experiment. Years of constant study and untiring efforts have enabled us to produce a machine that stands SECOND TO NO OTHER CLEANER ON THE MARKET.

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No. 149-D.....	\$483.00
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MICHIGAN

GRAIN DEALERS JOURNAL

305 So. LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds, on the 10th and 25th of each month.

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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaving grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, MARCH 10, 1921

FAILURE of government sugar control, as so completely exposed by the president of the American Sugar Refining Co. in his annual report to stockholders, adds one more damaging proof that errors of judgment are to be expected from government officials who never have to bear, as individuals do, the burden of their own blunders. Yet there are those who would continue to McAdoo the railroads.

FARMERS who can not resist the temptation to speculate in the grain they grow will help bull the market most by hiding their holdings on their farms. The idea of establishing terminal elevators for storing their grain where it will be available for quick delivery would not only prove expensive storage, but the entire holdings would always be in sight and exert a depressing influence on prices.

SENATOR CAPPER of Kansas has already announced his intention of renewing his efforts to secure the enactment of a law forbidding trading in grain futures. To prove that he knows absolutely nothing regarding either the grain trade or the milling trade, he has brought forth a new argument in favor of his anti-futures bill. He says future trading is to blame for the reduced production of flour. Evidently the Senator must have been conferring with the baker's dough-boy. Without a place to hedge, many millers would have turned down many proffered orders for flour and materially reduced the production.

ADVANCING money to strangers, who promise to start hauling in grain the next day is extremely risky as is shown by a communication in "Letters" this number from an Indiana dealer, who finally caught one of these impostors and learned that he is an old offender. Strangers with grain to sell should be required to deliver before getting any money. Lending money even to men you know is accompanied with sufficient hazards to satisfy those willing to take wild chances.

CONTRACT breaking is encouraged by each miller who weakly "adjusts" in buyer's favor a contract calling for flour at a higher price than the current market. In the grain trade the fact that the market has gone against the buyer is no argument at all in favor of cancellation or "adjustment," and for the good of the milling business it is hoped the Millers' National Federation can elevate its membership to the same high plane of correct commercial practice. Contracts to command the respect of the trade must be enforced regardless of any changes in the market.

THE BURNING of three elevators and 40,000 bus. of wheat at Underwood, N. D., as the result of a hot bearing shud serve as a forceful warning to other grain dealers, who are tempted to build a wood elevator near to another wood house. The exposure hazard of grain elevator property in the Dakotas has caused more and greater losses than of grain elevator property in all the other states. Building wood elevators close together simply multiplies the hazards and increases the need of greater precaution and the early installation of fire extinguishing apparatus.

COUNTRY elevators will find it necessary to learn the dodging movements of the successful football player if they are to retain their positions in the grain world. Recently H. Westere's elevator at Meckling, S. D., and Leypoldt & Pennington's elevator at Hershey, Nebr., were pushed off their foundations and wrecked by rude box cars which had tired of running on the rails. The new ground leases of Western railroads are designed to place all responsibility for such accidents on the elevator owners so they will probably be called upon to pay for damages to the box cars as soon as the amount can be determined.

COUNTRY grain shippers who have money owing to them by members of grain exchanges who have gone into bankruptcy have a legal recourse against the value of the membership. It has been thought that the other members of the same grain exchange had a prior lien on the value of the membership of a bankrupt and could distribute the proceeds among themselves, ignoring outside creditors. In fact, in some recent cases such an appropriation, confiscation or forfeiture of membership has been made by the exchange authorities for the benefit of their own members. While the Glavin-Chicago, and the Wagner-Minneapolis cases do not afford an exact precedent the way is open for non-member creditors to test in the courts their right to share in the assets of a bankrupt.

THE RELEASE of grain from interstice and pocket bins of concrete elevators, especially where bins are very deep and not very wide, has prompted at least one milling company to install compressed air machinery for starting the flow of grain. Such an apparatus might readily start grain which is dry, but grain which was damp when placed in bins is likely to cake, arch, and refuse to flow, even when attacked by air currents.

NATURAL shrinkage of $\frac{1}{8}$ of one per cent on the entire car is still being submitted to by shippers on their claims, altho it has not been proved that grain shrinks one-one-hundredth, one-half, or any other per cent. In fact, last week the judge of Sutter County, California, held the owner of stored wheat was entitled to the increase in the weight due to absorption of moisture while in the custody of a warehouseman. Unquestionably shippers of wheat from dry climates toward the seaboard are being defrauded by this rule of the carriers.

RAILROAD officials recognize that the prevailing high rates of freight and passenger fares are strangling business and greatly reducing the volume of business offered, in fact few railroads are making operating expenses, so the leading lines are seeking to reduce both rates and wages in hope of reviving business. Since last September the railroads have reduced the number of employees by 289,000 and declining business forces them to continue reducing so they hope to improve business and employ more men by reducing charges and wages. However, the first suggestion of this action has brot forth a verbal bombardment from the Business Agents of the Unions, which would indicate a strong conviction that the railroad officials no longer have any authority over their property. The Interstate Commerce Commission has authority to fix rates and the Federal Wage Board has power to regulate wages, but no one seems to have power to force the public to travel and ship at the extortionate rates prevailing.

COMPRESSED air has been used so successfully by an eastern mill for the past fifteen years in airing, cooling and improving grain stored in concrete tanks without removing the grain from the tanks, the system surely has sufficient merit to gain the thoughtful consideration of all operators of elevators having deep closed storage bins. The elevator legs of the storage plant equipped with the compressed air system illustrated elsewhere in this number, are kept busy elevating grain to the bins and to the adjacent mill so could not be used for turning damp or heating grain. Instead of installing more legs, pipes connected with the compressed air system were installed in the bottom of each bin and air forced up thru the grain, carrying dust out of the bin. Whenever grain is elevated or moved much new dust is produced by abrasion, but none is produced when cooled by the compressed air treatment. The advantages of this system and the economy effected in power should win early recognition from elevator designers and builders. Some elevator operators have been using compressed air to dislodge grain which refuses to flow out of bin, but we know of only one who has used it successfully for cooling and dusting.

THE ARMY worms and the Hessian flies have been introduced to the Crop Killers' Union by the Bull Nursemaids, and the Green Bugs are out with a stirring announcement of a Wheat Chewing Contest for the Whole Bunch on St. Patrick's Day. Is it any wonder the all-wise market prognosticators go broke when they buy or sell on their own advice?

TO BULL the wool market three western senators persuaded the new sec'y of the war department to suspend the sale of 6,000,000 pounds of surplus wool which had been scheduled for Mar. 10 at Boston. It is now the duty of three eastern senators to persuade him to let go in order to keep the carpet mills running, if the proper function of government is to juggle prices up and down to suit the wirepullers. But is it?

Arbitrary Margin Fixing by State.

Rule No. 9 of the North Dakota State Department of Grain Grades, Weights and Measures, prescribes 6 cents per bushel as the margin to be taken by country buyers for "operating expenses and profit" in handling wheat. Under the statute the State Inspector has full power to make this regulation.

In expressly stating that the elevator operator or the wheat grower may have an individual elevator margin established higher or lower than 6 cents, after a hearing applied for, the Chief Inspector admits the possible injustice of the fixed margin in some cases. So that, this all amounts to keeping the business in leading strings to a government official on the theory that the buying of grain at a country station is a monopoly, the profits of which can only be curbed by government control. This premise, of course, is false, since any person can go around the country elevator by accumulating a carload and shipping it to a terminal and selling it at exactly the same price as obtained by the local elevator operator for the same grade of wheat on that day.

This law and regulation thereunder, effective Dec. 28, has not been in force long enough for the certain economic reaction to make itself felt, that is, to discourage the investment of private capital in building grain elevators. So many other socialistic moves have been made in North Dakota discouraging to private capital that the effect of this margin law has been unnoticed in the general paralysis that is creeping over trade and banking in that state.

An arbitrary 6-cent margin is rather crude. Perhaps the Chief Grain Inspector was too busy getting himself elected U. S. Senator, and his Chief Deputy was too busy making a failure of the Drake elevator and mill, to have time to study out refinements of order No. 9 to make it more workable. Might it not be possible for the Chief to state the considerations that would lead him to increase the permissible margin? For example, why not state that all operating expense should be added to the margin allowed and that a certain return for the capital invested should be allowed first, before the margin of so-called profit is fixed? Surely the manager of the elevator is worthy of his hire and the investor should have the rental of his money returned to him.

A Sure Cure for Scoopers, Snowbirds and Peddlers.

Grain merchants who are pestered with scoop shovel competition will be much interested in the license system established at Newdale, Ida., as is told of in "Letters" in this number, for raising funds to maintain the city administration. At some country points the local merchants have secured the enactment of ordinances assessing heavy license fees on transient merchants, primarily for their own protection, but incidentally to protect the citizens from being imposed upon by tricksters and shysters who keep traveling.

The Newdale plan is much better in that it does not discriminate against anyone. The regular established merchants pay the fee in lieu of other taxes for supporting the city administration, and if the scoopers and fly-by-nights wish to do business at that point they too must pay the \$60.00 per year license fee. This system of collecting license fees is much more likely to stand the test of all the courts than the old system which assessed the fees only against the transient peddlers. Whenever one of the transients showed enough fight to have the law declared unconstitutional, it became necessary to re-enact the law in a different form.

With the Newdale system of license fees, the snow-birds and the scoopers are welcomed on the same conditions as the regular established merchants, and of course they hesitate to invest in these attractive certificates of license to do business, first, because they do not have that much money, and second, they have no wall whereon to post it,

Overestimated Hazard of Bisulfid of Carbon.

Putting out all fires under boilers and extinguishing all lights is the practice when using bisulfid of carbon to exterminate weevil. A strict watch usually is kept at the same time, and the machinery stopped. Ordinary causes of fire that might have destroyed the property during this period, but for this extra precaution, do not operate, and it is safe to say the care exercised while using bisulfid offsets the explosive character of the vapor mixed with air.

Too much guesswork is indulged in as to the real extent of some hazards. To be deprived of the privilege of using the convenient bisulfid on pain of having his policy made void may be costing the elevator man in the country more than it is benefiting the elevator and mill mutuals loss record. It is praiseworthy for the mutual underwriters to do all possible to reduce the hazards and the consequent cost of insurance; but does the prohibition reduce the net loss?

Who does not remember the heavy expense incurred for board stockades, wire fences, night outdoor lighting and special watchmen by terminal elevator operators to protect our grain elevators from incendiarism by enemy aliens, a hazard that developments showed existed almost exclusively in the minds of the propagandists.

Burocrats and propagandists are quite willing to push any well-meaning scheme when

the other fellow, the elevator man, must bear the cost. An example is the bill introduced in the Kansas Legislature several years ago to require all country grain elevators to be equipped with outside fire escapes to save the grain elevator men from being burned to death in the cupolas. No one pushing the scheme stopped to figure out how many men were burned to death every month in the elevators. It was sufficient for their purpose that one man might be burned in a hundred years. When the country dealers got wind of this bill and found what it would cost for fire escapes the bill was killed.

To Speculate in Cash Instead of Futures.

Defenders of the present system of trading in futures on the grain exchanges for several months past have been fighting a losing battle against ignorance and prejudice. The system is too involved to be comprehended by the "man in the street." It is too difficult to explain the benefits of "short selling" of "wind wheat." The large volume of sales of futures declared by the Federal Trade Commission against the small stocks of cash wheat in the Chicago elevators aided the agitator who appeared before the com'te of Congress some time ago to befog the situation. The resolutions in both houses, and reported by the House Com'te on Agriculture Mar. 3 requesting the exchanges to suspend speculative short sales until Aug. 1 are just what might have been expected.

That the "short seller" is the Jonah who is sinking the ship is apparent.

Can the grain trade throw him overboard and still function? Not without providing some other balance between buyers and sellers. In the absence of a government monopoly there must always be the speculator who buys when the miller is out of the market and sells when the farmer is out of the market. We must preserve the speculator.

To comply with the ideas of the farmers and of Congressional Com'tes a radical change would have to be made in the method of trading. Those who have grown up with the present system feel that it is the best that could be devised and are unwilling to discuss a change. They prefer to stand by their guns and die fighting.

Much of the granger opposition would be disarmed by doing away with future trading and substituting a system of speculation in cash grain, and requiring the daily delivery of warehouse receipts to close each day's sales. Under such a system the "short seller" would still function, but the stigma would be taken off such sales, as actual delivery would be made immediately. All the agitation against "wind wheat" and future selling would perforce come to a stop. Such a system would be a parallel to that in vogue on all the stock exchanges, of delivering a certificate on short sales. The short seller would borrow a warehouse receipt to deliver. When stocks in public elevators are large, as of corn at present, the short could borrow receipts at the cost of the interest on the money he paid for the certificate. When stocks in the regular elevators were low, as of wheat at present, the

short would pay in addition, a premium, representing about what he now pays in selling May wheat at such a big discount under cash wheat.

Neither would the buyer be any worse off than under the present system. Instead of buying May wheat at \$1.60 and waiting 90 days for it to become cash at \$1.90, he would buy cash at \$1.90 and receive from short sellers a daily premium of about $\frac{3}{4}$ cent.

In other words, the short seller would have to pay the farmer something and furnish the farmer the money to carry his wheat, in exchange for the privilege of short selling. This would establish the mutuality of interest in the market.

Good Riddance of Lever Law.

The repeal of war time legislation at the close of the last administration was followed by a decision of the Supreme Court of the United States Feb. 28 declaring unconstitutional the Lever law on the ground that the crime was not defined sufficiently for a citizen to know that he was violating the Act; but this decision comes too late to benefit grain buyers in the country who were bulldozed by a few zone agents of the Food Administration under the 8-cent margin rule. The many who were threatened and the few who were actually brot into court for violation of the 8-cent rule have the pleasure of learning that they were not guilty of any crime.

During all of 1920, however, the Lever Act was held as a club over the head of any person bold enough to think of buying more wheat than he could himself eat. Under its inspiration even the grain exchanges limited the number of bushels that one trader could hold. No doubt this frightening of buyers out of the market had its effect in bearing prices down to the great loss of the farmers, and to those dependent upon the farmers' prosperity for the success of their own business.

After the decision declaring the law invalid it is significant that there has not been one single small voice raised to suggest the re-enactment of the measure with such amendments as would overcome the Supreme Court's objections. We have had too much Government control of our essential industries.

THE MAN who can not change his mind or who stubbornly refuses to change his position in the market has no place in the grain business. The ownership of grain compels men to speculate whether they wish it or not and regardless of any laws enacted by Congress or the state legislators prohibiting speculation. The bullneck who is blind to the rapidly changing conditions of supply and demand is sure to get wiped out whether he speculates in cash or futures. Every speculator may confidently expect to strike the market right occasionally, but only the close student of market conditions who can quickly change his mind and his position can ever hope to attain permanent success. The trouble with many would-be speculators is that they are too dense even to recognize their advanced position in the tortoise class.

Causes of Grain Elevator Fires.

The eighteenth annual report of the Grain Dealers National Mutual Fire Insurance Co. credits lightning with more fires than any other hazard during the year 1920. However, the losses paid last year which were traceable to this cause were small. During the Company's eighteen years' experience writing grain elevators, 250 lightning fires have been reported to it, which is 26.02% of all the fires occurring in the property of its policy-holders. The amount of fire losses paid during the eighteen years, which were caused by lightning, totaled \$107,113.

"Unknown" causes were numerous last year as every year, and the amount of losses paid for fires charged to this hazard was large. The disappearance of locomotive sparks as one of the active causes of elevator fires during the past year is most encouraging. This hazard for many years kept up a continual race with lightning for leadership among the various causes of fires destroying grain elevators, but so much publicity has been given to locomotive spark fires that elevator men have discontinued encouraging the activity of this hazard and are rapidly replacing old wood shingles with roof coverings of non-combustible material.

If all owners of grain elevators would exercise greater vigilance in determining the cause of each fire, and report it to the Company, the list of fires due to unknown causes would gradually diminish, and the total number of fires as well as the aggregate amount of annual losses would also diminish, because grain dealers generally do profit by the experiences of their brethren and strive to prevent the burning of their property by fires originating from causes known to have started fires in other elevators.

Grain dealers everywhere are recognizing that the loss they suffer from the interruption of their business is oftentimes greater than the loss caused to their property by fire. Hence they are exercising greater vigilance to prevent fires and are installing more apparatus for the extinguishing of fires in their incipency than ever before.

During the eighteen years this Company has been writing grain elevator property, 5.62% of the fires occurring in elevators upon which it had policies were extinguished by the use of barrels of brine and buckets. The Company's liability on these risks was \$666,858; so that if the elevator owners had not installed this simple fire fighting apparatus, the grain elevator men of the country having policies in this Company would have paid a large percentage of the amount at risk in addition to other expenses.

Forty-three of the Company's eighty losses which occurred during 1920 occurred between 7 P. M. and 7 A. M., while 35 occurred during daylight. This is perfectly natural, because many of the fires in grain elevators break out after the machinery is stopped and the operators go home. If every plant was carefully inspected for hot bearings each night before locking up, the number of the night fires would surely be reduced. Twenty-six of the Company's fires last year were a total loss, 51 were partial, and in three fires no claim for loss was filed.

The kind of power used in the elevator has some bearing on the hazardous character of the plant. Of the eighty losses occurring last year nine started in the power plant; ten of the elevators used steam power, 32 gasoline, 26 electric, 4 water, and 8 no power.

Every elevator owner who earnestly desires to correct the fire hazards of his plant will post the following tables in a conspicuous place, where everyone employed about the elevator can read it occasionally and learn what is credited with causing other elevators to go up in smoke:

LOSS RECORD—ELEVATORS AND MILLS For 1920

	No.	Loss Paid
Unknown	13	\$42,496.08
Exposure	5	16,110.04
Thawing frozen pipes.....	1	59.00
Office stove	1	24.18
Shaft through bin.....	1	622.96
Explosion of exposing oil tanks	2	42.75
Explosion inside the building..	2	19,649.29
Defective flue	3	4,924.24
Origin in power house.....	7	43,966.07
Friction	6	41,489.92
Defective wiring	1	8,863.02
Leaky supply pipe.....	1	3,000.00
Careless smoking	4	11,361.07
Incendiary	2	3,942.52
Overloaded motor	1	65.72
Exhaust pipe	2	5,523.89
Lightning	15	423.19
Spontaneous combustion (other than coal)	3	14,160.20
Spontaneous combustion in coal	10	1,021.42
Salvage 1919 losses.....	80	\$217,745.56
Net paid 1920.....		20,284.68
		\$197,460.88

For Eighteen Years

	No.	Per Cent.	Amount
Locomotive sparks ...	109	11.34	\$230,929.53
Lightning	250	26.02	107,113.82
Friction	118	12.28	375,012.97
Origin in power house	79	8.22	228,852.91
Exposure	94	9.78	120,594.02
Incendiary	25	2.60	102,477.50
Unknown	117	12.17	402,565.71
Spontaneous combustion	62	6.45	106,750.67
Tramps	12	1.25	29,665.07
Exhaust pipe	7	.73	10,127.31
Leaky supply pipe....	6	.62	3,034.85
Defective wiring	6	.62	20,555.14
Overheated stoves	28	2.91	47,197.31
Gasoline lamp	1	.11	20,000.00
Railroad accident	2	.21	4,508.96
Dryer	1	.11	7,891.17
Careless smoking	4	.42	11,361.07
Explosions in the building	2	.21	19,649.29
Miscellaneous	38	3.95	53,939.57
Totals	961	100.00	\$1,902,226.87

SUIT filed in the U. S. District Court at San Francisco calling the Pacific Rice Growers Ass'n an illegal monopoly was dismissed on March 7.

ITALY's present uniform regulation of the prices charged for bread is to be abolished. Hereafter bread of differing quality may be sold at different prices.

TRADE RULES of the Grain Dealers' National Ass'n have been printed in a neat 15-page leaflet by the Ass'n, incorporating the amendments made at the last annual meeting.

I Believe.

I believe in working, not weeping; in boosting, not knocking; and in the pleasure of my job.

I believe that a man gets what he honestly goes after, that one deed done today is worth two deeds tomorrow, and that no man is 'down and out' until he has lost faith in himself.

I believe in today and the work I am doing; in tomorrow and the work I hope to do, and in the sure reward that the future holds.

I believe in courtesy, kindness, in generosity, in good cheer, in friendship and in honest competition.

I believe there is something doing somewhere, for every man ready to do it.

I believe I'm ready—right now.

—Elbert Hubbard.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Notification on Straight B/L.

Grain Dealers Journal: What are our rights in the matter of using a straight form of B/L with request to notify another party besides the consignee shown at head? In this case it happens to be desirable to do this without using shipper's order form. The agent erased our notation to notify the second party, which we had placed in the body of the B/L.—D. D. Simmons, Moorhead, Minn.

Ans.: As the named consignee is the proper party to receive both notice and delivery the carrier is under no duty to notify third parties and incurs no liability for failure to do so, under a straight bill of lading.

What Was Outcome of Missouri Maximum Rate Case?

Grain Dealers' Journal: Will a reader of the Journal please advise me thru this column how the Scruby Bros. Grain & Implement Co. vs. C. B. & Q. Ry. Co. was decided. This is a test case on the Missouri maximum freight laws enacted in 1905 and 1907.

The case was tried in the circuit court of Jackson County, Missouri at Kansas City.

If this case has been decided we would like to know whether or not the C. B. & Q. is reimbursing the shippers for this overcharge.—J. O. McClintock, of Morris Grain Co.

Ans.: Answering the inquiry of J. O. McClintock I would say I think B. G. Dahlberg collected from the Milwaukee road, which has a very small mileage and movement in Missouri. The Milwaukee had settled similar complaints in Minnesota. Mr. Dahlberg is located in St. Paul, Minn.—Chas. Rippin, traffic department, Merchants Exchange, St. Louis, Mo.

As stated in the Journal Feb. 25 page 326 the Scruby Bros. Grain & Implement Co. got judgment Feb. 8 for \$225,000 against the C. B. & Q.; and on page 340 of the same number is reported a decision under the same maximum rate law in favor of the Monarch Vinegar Works.

Storing for Farmers Is Risky.

Grain Dealers Journal: One elevator in this neighborhood is storing corn for the farmers and selling it on the market and buying futures. Many elevator men consider this a risky business and not legitimate and claim a lot of money may be lost by doing that. Why is it considered risky to store corn in this way?—D. H. Smith.

Ans.: The risk depends on the market conditions. The dealer who stores and buys a future has two deals open at the same time, and if both go the same way all well and good; but if what he sold goes up, the cash corn; and what he bot goes down, the future, he loses.

The dealer can always tell whether it is safe or risky, by looking at the market quotations. For example, Friday, Mar. 4, March corn was selling at 66½, and July corn at 73½ cents. That means that shippers will be paid 7 cents per bushel to hold it from now until July. Therefore the correct thing is to hold the grain in the country to earn the storage charges. The dealer who disposes of corn taken into store, by shipping and selling at 66½, and allowing the farmer to come in months later and demand 73½ is a certain loser of those 7 cents even if he buys a future. Buying a future limits his loss but it is too big a price to pay for terminal market storage. The cheapest place to store is in the country, right back on the farm if possible.

In wheat the situation is just the opposite at the present time. The dealer could take in the farmer's wheat on storage, ship it out and sell it now at \$1.75. At the same time that he sold the wheat on the exchange he should buy a future of the same amount, which would cost him \$1.60. By the time the farmer

came in to settle the dealer would make the difference between \$1.60 and \$1.75 if held until May, as cash and May eventually would be about the same price. The longer the farmer waited to make up his mind to sell the greater would be the profit of the dealer as long as futures were at a discount.

Commission merchants in the terminal markets keep posted on these changing conditions and are in position to give the shipper sound advice on how to hedge against his contracts with farmers.

It is now generally recognized that the country dealer should make his elevator a handling enterprise, making his profit on the turn-over of the grain, rather than running a storage warehouse to hamper his own activities.

Outcome of Telegraf Liability Case?

Grain Dealers Journal: We have been watching the columns of the Journal for report on the telegraf liability case, Cultra v. Western Union, but have seen nothing further. What was the outcome, and were any orders issued by the Commission?—Mountcastle-Merrill Grain Co., Ft. Worth, Tex.

Ans.: In reply to the inquiry of the Mountcastle-Merrill Grain Co. I have to advise that the question of limitations of liability of the telegraph companies is still before the Commission in docket No. 11524, and will be decided as promptly as the press of business will permit.—Geo. B. McGinty, sec'y Interstate Commerce Commission, Washington, D. C.

Claim Settles on Destination Value.

Grain Dealers' Journal: We sold a car of wheat to a firm in Baltimore at \$2.74½ our track. The wheat graded all right, but showed a shortage of 990 lbs. because of a leak in car.

Figuring the loss on the basis of what we had sold at we filed claim with the railroad company, which contends that under the McCaul-Dinsmore decision this claim should have been figured on the market price on the day of arrival. If it had arrived we would have received \$2.74½ for it. As the leak in the car was no fault of ours we feel that we should not lose.—A. W. S. Locke, Eldorado, O.

Ans.: The railroad company is correct in its contention. Altho it worked against the shipper in this case, if the market had advanced to \$3.00 the railroad company would have had to settle at \$3. The railroad company's contract to transport the grain to destination bears no relation to any arrangement or contract the shipper may have made for its disposition, and the carrier has no right to share in the shipper's profit or bear part of his loss.

About the only way to escape this loss is for shipper to sell on the basis of his own weights, when the buyer would have to make claim against the carrier; but even were a buyer willing to buy on interior weights he probably would shade his bid a little to take care of the chance.

Was Delay Unreasonable?

Grain Dealers Journal: We billed out two cars of wheat on a Saturday expecting them to go forward at once as this U. P. R. R. is running trains every hour or so. We billed a car out Friday evening also, to the Omaha market; but these cars stood on track at Grand Island, Neb., all day Sunday.

We filed claim for the unnecessary delay for the difference in price from the day the grain should have arrived in Omaha and the day it was sold. The railroad company claims it is not responsible for the Sunday, as the locals did not run.—Farmers Lumber & Coal Co., Brady, Neb.

Ans.: Altho it is known that the cars were delayed one day in Grand Island, it is not shown that this loss of time was not made up by quicker handling near destination; and as this was neither live stock nor perishable freight the carrier is not made liable for a few days' delay. The criterion as to whether the time in transit is unreasonable is solely based upon the usual time for movement of freight between the points in question. As shipper does not state this no definite answer can be given. Assuming that the usual time was three days and the railroad company took five a court would hardly hold it unreasonable in the absence of a special contract for quick transportation, or notice to the carrier at time of billing out that shipment had to be in Omaha by a certain date.

Rule for Shrinkage of Grain in Storage?

Grain Dealers Journal: What is the rule for the shrinkage of grain in storage?—J. T. Gray, mgr. Co-operative Exchange, Moscow, Kan.

Ans.: There is no rule for the shrinkage of grain in storage. In fact, last week the court of Sutter County, California, held that the owner of the wheat was entitled to the increase in the weight during storage due to the absorption of moisture.

Proposed Amendments to Uniform Seed Bill.

The recent meetings of the Wholesale Grass Seed Dealers Ass'n and the Official Seed Analysts approved of the following amendments to the Uniform Seed Bill:

It is agreed that the uniform bill may be so amended as to permit the seizure of seeds violating the law, provided that in the law there is a provision requiring the enforcing officer to file a bond to respond in damages for any illegal seizure.

That the uniform bill be appropriately amended to provide in specific language that the officer administering the law shall have the right to make reasonable rules and regulations defining the word "approximate."

That the uniform bill be so amended as to require the number of noxious weed seeds per ounce to be stated on the label when such noxious weed seeds are found in excess of the limits provided in the law.

That Section 3 of the uniform bill, which relates to so-called "natural mixtures," should be changed to apply to mixtures of agricultural seeds which contain not more than two kinds of such agricultural seeds in excess of 5 per cent by weight.

That the label to be attached to agricultural seeds under the provisions of the uniform state seed bill shall provide the country or locality of origin in the case of the following imported seeds: (a) Turkestan alfalfa; (b) Italian grown red clover; (c) Italian grown alfalfa; (d) Red clover grown in Chile.

That the uniform bill be amended that in the case of seizure of seeds where they are left in the actual possession of the seedsmen, when so left, the seedsmen shall give a bond covering the purchase price of same, the condition of the bond being that such seized seeds shall not be disposed of until released by the inspector.

Additional Report on Death in Gas Filled Bin.

Besides the report by the chief factory inspector on the death of Chas. L. Bune in a bin of the Globe Grain & Milling Co., at Ogden, Utah, published on page 315 of the Grain Dealers Journal for Feb. 25, an additional and confirmatory report has been submitted by Elton L. Quinn, Ph. D., Chemist of the Bureau of Mines, Salt Lake City, Utah, to F. P. Creden, adjuster of the Continental Casualty Co., as follows:

"The barley was placed in the bin Nov. 30, 1920, and had remained for a period of about 67 days prior to the accident. A mold had formed on the surface of the grain and the atmosphere inside of the bin had a very peculiar odor.

"Six samples of gas were taken from the bin. Three were taken from the atmosphere close to the grain while three were taken about four feet above that point. The air displacement method was used for sampling but the sample bottle was drawn to the opening of the bin for sealing. The gas was sure to be diluted with small amounts of air from the outside by using this method.

Analysis of Samples of Gas.

	Sample No. 1.	No. 2.	No. 3.
Carbon dioxide	11.0%	13.4%	13.0%
Oxygen	7.6	4.8	5.4
Carbon monoxide	0.0	0.0	0.0
Nitrogen (by dif.)	81.4	81.8	81.6

"It is evident from the above determinations that the bin contained at least 13% of carbon dioxide and only about 5% oxygen."

The air we breathe contains normally 23 per cent by weight of oxygen gas and only .03 per cent of carbon dioxide gas. The oxygen sustains animal life, while the carbon dioxide is taken in by the leaves of trees and other vegetation. From the chemist's analysis of the gas in the bin it will be seen that the life-sustaining oxygen had been reduced to one-fifth or one-fourth of normal, while the suffocating C O₂ had multiplied 360 times.

Answer by Chamber of Commerce to Federal Commission.

The answer by the Minneapolis Chamber of Commerce to the formal complaint filed against it by the Federal Trade Commission gives evidence of careful study by the attorneys of the Chamber, Lancaster, Simpson, Junell & Dorsey, who have attacked the jurisdiction of the Commission, as the Chamber does not buy or sell grain in interstate commerce, does not buy or sell grain at all, but merely maintains a market place, that the withholding of quotations from the St. Paul Grain Exchange does not restrain interstate commerce, that the Chamber is chartered by the state to prescribe the terms and conditions of its membership.

It is alleged that the acts complained of as constituting unfair competition are directed against one so-called competitor and therefore are not of public interest in the meaning of the act of Congress creating the Federal Trade Commission. That the complaint is not sufficiently definite to permit of an answer.

Further the Chamber in its answer states:

Fred Schmidt, a stockholder of the Equity Co-operative Exchange, during the year 1914 complained that the officers refused to give him information contained in its records. The Chamber agreed to bear the expense of an attorney to assist Schmidt. The officers of the Equity Co-operative Exchange refused to permit Schmidt and his attorney to examine the books of the company and that thereupon said Schmidt and two others instituted a proceeding in the District Court of North Dakota to compel the company to permit the plaintiffs to examine the books of the company; that, after hearing, the District Court of North Dakota issued its writ commanding the officers of the Equity Co-operative Exchange to permit a complete examination of the books of the corporation; the defendant officers appealed to the Supreme Court; the Supreme Court sustained and affirmed the order of the District Court; the writ was thereupon issued but in the meantime the books and records of this North Dakota corporation had been removed from the State of North Dakota by the officers of the corporation, being the same officers who now claim to have filed this proceeding before the Federal Trade Commission and the same officers who instigated and participated in the investigation of the Chamber of Commerce by the Legislature of the State of Minnesota, in 1913, and who caused to be introduced and supported the resolution in Congress calling for an investigation of the Chamber of Commerce of Minneapolis and the Boards of Trade of Duluth and Chicago; that under the Statute of North Dakota, said Schmidt had a clear right to examine the books; that this case above described and referred to in the complaint herein arose wholly because the officers refused to permit such examination; that if said action embarrassed and annoyed the Equity Co-operative Exchange or injured its credit and standing, such embarrassment and injury was caused solely by the action of the officers of the corporation and not by said Schmidt or the Chamber of Commerce of Minneapolis. These respondents deny that they instituted said action and deny that they contributed to the payment of the expense thereof for the purpose or with the object of causing the Equity Co-operative Exchange trouble or expense.

The uniform commission rule is essential to the equality fairness and integrity of transactions in a grain exchange when grain is consigned to members of the exchange for sale by many different producers and elevator operators and other shippers scattered through a wide range of territory; that if a uniform commission rule did not obtain under these circumstances, there would be continual discrimination between different shippers of grain; and commission merchants in their efforts to obtain consignments of grain for sale would frequently agree to handle and sell the same for less than a fair and reasonable return, with the result that such commission merchants would be obliged to recoup their losses through excessive commission charges made to other shippers or would become insolvent and unable to carry out and perform their obligations to shippers as well as to buyers and others dealing with them in the Exchange.

Switching Charge.—By Section 8 of Rule 9 of the St. Paul Grain Exchange Association a uniform switching charge of \$1.50 is recognized. The practice which at one time prevailed at the Minneapolis terminal of charging a uniform switching charge, instead of the actual switching charge, was discontinued years ago by order of the Minnesota Railroad and Warehouse Commission. Apparently the rules of the St. Paul Grain Exchange have so little application to actual grain transactions that this violation

of the rules of the Railroad and Warehouse Commission of the State of Minnesota is unnoticed and perhaps unimportant.

St. Paul Rules a Sham.—Rule 8 of the St. Paul Grain Exchange Association evidently copied the rule of the Chamber of Commerce which was in effect before the Federal standardization of wheat because there is incorporated in the rule the Minnesota grades which were in existence before the Federal standards were adopted. Minnesota adopted the Federal standards for wheat when they became effective August, 1917. The rules of the St. Paul Grain Exchange were adopted August, 2nd, 1920, more than three years thereafter, yet these rules include the old Minnesota standard grades. Thus the St. Paul Grain Exchange Association provides for delivering on contracts, wheat, the kind and quality of which is to be determined by grades wholly obsolete.

Equity Re-Sales Thru Chamber.—P. E. Cooper, who during the period 1907-1912 acted as Sales Agent for the Equity Co-operative Exchange at the Minneapolis terminal market, sold to members of the Minneapolis Chamber of Commerce a large proportion of the cars of grain consigned to the Equity Co-operative Exchange by first transferring it to Cooper Commission Co., P. E. Cooper, President; this grain would be immediately resold in the market of the Chamber of Commerce at a price equal to the usual commission or more above the price paid to the Cooper Commission Co., P. E. Cooper, President. If the Equity Co-operative Exchange charged the shipper one commission as stated in their advertisements the shipper would in fact be required to pay the equivalent of two or more commissions out of the final sale price of this grain in the Exchange Rooms of the Chamber of Commerce.

Useless Expense of Trial.—Affiant states that if a trial or hearing is held and evidence submitted in reference to all the matters referred to and charged in the complaint herein, months of time will be consumed, great expense involved and much inconvenience caused not only to members of the Chamber of Commerce but to farmers' elevators and independent dealers in grain throughout the Northwest; that at hearings heretofore held during the period from 1913 to 1915, when the controversy referred to in the complaint was taking place, large numbers of witnesses were examined, a great mass of documentary evidence submitted, and months of time taken. A burden of expense and inconvenience would thus be imposed without the possibility of any compensating benefits to any individual or interest.

Speculation on the Exchange is the one feature which attracts most public attention and most adverse criticism from law makers. Speculation in grain and in other products is a social question and would go on whether the Exchange existed or not. The Exchange has done four things to that part of speculation which concerns grain, namely, (1) organized it (which means, reduced it to strict rules, brought it out into the open where its volume and nature are known and made public, and elevated it to the plane where it is conducted in the light of full market information); (2) utilized it in financing cash grain (since margins deposited by customers are an important factor in financing grain shipments); (3) utilized it in hedging grain (since the custom prevails in this market of hedging both the country and the terminal grain); (4) utilized it in stabilizing prices (since the short seller backs his belief with his money that the price is high enough or too high, and checks thereby its further rise; and the long buyer takes the same stand on the opposite side, thus applying the brake to either slumps or bulges).

It is, of course, a debatable question whether the Exchange increases or lessens the total volume of speculation in grain by thus organizing it. The evidence would seem to indicate that the Exchange actually lessens the total volume of public speculation in grain.

If any abuse now calls for attention in this field of speculative trading, it is that practice of the private wire houses of establishing branch offices in small towns and persuading clerks, laborers, and the financially and mentally unequipped generally to speculate in grain. The three markets of Minneapolis, Kansas City and Chicago are awake to this somewhat delicate situation, and their Boards of Directors respectively may be looked to to handle this problem.

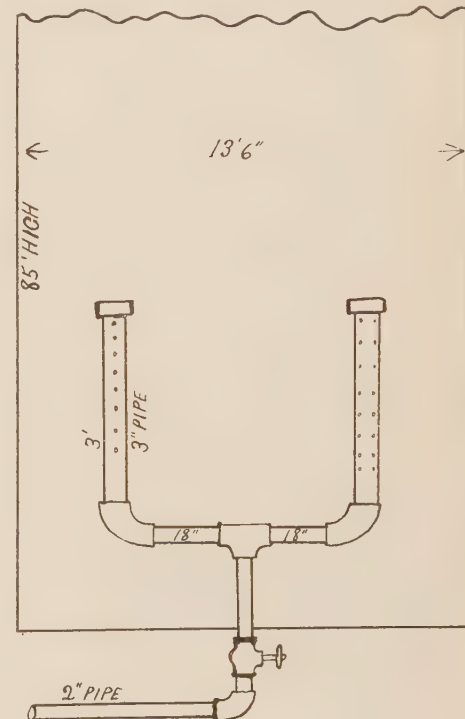
Grain & Hay Show to Be Held in Chicago.

An announcement has been made that the International Hay & Grain is to be an annual event for Chicago in the future. No definite date for the 1921 exhibit has been made public yet, but it probably will be held sometime in October as was the last one.

Geo. S. Bridge announces that the Chicago Board of Trade will again make its offer of premiums to cost in the neighborhood of \$10,000.

Conditioning Grain With Compressed Air.

A common practice that has been found very beneficial in grain elevators is to "run" grain that has threatened to go out of condition. The re-elevation and spouting aerates the musty or damp grain and loosens up grain that is caking. To mix the air thoroly with the grain it has been thought necessary to take the grain out of the bin; but one Pennsylvania flour miller has succeeded in treating



Air Inlet Pipes in Bottom of Bin.

the wheat with air without removing from bin.

When the concrete wheat storage was built for this mill 15 years ago there was installed in the bottom of each circular tank the air-piping shown in the engraving herewith. The two perforated upright pipes each have 32 holes one-thirty-second of an inch in diameter. The upper ends of the pipes are closed by caps. The valve below regulates the admission of air from a steam power compressor. An air reservoir of 100 gallons capacity forms part of the system.

The walls of the cement bins are practically air-tight, and the air forced in has nowhere to escape except up thru the grain and out of the manhole on top of the bin. The vapor and gases driven out with the compressed air at times will rise from the manholes like smoke from a stack.

One effect of the air under pressure is to drive all the weevil to the top of the grain, and the experience of 15 years has been that the grain is left in much better condition. The manager says "In fact, we have not lost a pound of grain since we installed this system. All we have to do when a tank shows signs of heating is to turn the air on and in a few hours it is cool and dry. The air used is not treated in any manner."

Compressing air generates considerable heat in the air, which radiates from the piping and the storage tank. As compressed air is permitted to expand it cools; and as the temperature of the cooled air rises in contact with the warm grain in the bin its capacity for absorbing moisture increases.

With so convenient a means of introducing a gas into the bin chemists can suggest several ways to kill weevil or to arrest fermentation of the mass.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Protected from Scoopers, Snowbirds and Peddlers.

Grain Dealers' Journal: Our town assesses a tax and collects a license fee against every business in town. When saloons were closed up, the city found it necessary to raise money to meet the expenses of the city administration, so a flat tax of \$60.00 is assessed against each firm, to the disadvantage of the transient peddlers and scoopers.

We believe that it works to the advantage of the established grain dealers, as the scoopers must pay the license fee of \$60.00, whether he buys a wagon load or a carload. Our market is not cursed with fly-by-nights, snowbirds, and other interlopers. Established merchants post these license certificates in their offices in evidence of their contributions to the support of the city administration.

We feel certain that every village would find it to its advantage to establish a license system of this kind and thus protect the regular merchants against the temporary attacks from brigands and pirates who float along only when there is a good volume of business running. We find the law a good one and inasmuch as the established merchants would be called upon to support the local administration with some form of taxation, we believe this form is the best, because it helps to protect the local merchants in the enjoyment of their local market.—Thomas Bros. & Jewell, Newdale, Ida.

Radical and Revolutionary Theories.

Grain Dealers' Journal: What this country needs at this time more than anything else is the return to a universal faith in basic principles—a point of view backed by good old fashioned common sense, a return to industry and thrift, less attention to radical and revolutionary theories, less paternalism on the part of the government and on the part of individuals.

If, for instance, farmers' leaders in North Dakota are sincere in their desire to aid the farmer, let these leaders instruct the farmer how to farm properly instead of wasting time with visionary marketing propositions. Before goods can be marketed they must be produced, and North Dakota has not produced much of anything in five years.

Let the laboring man give an honest day's work, and use his individual brain to better his condition, abandon the radical leaders in his Union, and forsake the theory that he can be unionized to prosperity without working.

Let the banker confine his activities to the business of banking, and renounce the idea that he is responsible for the welfare of the public—his children—that he must exercise a paternal influence over them and must frighten them with tales of the ogre of disaster if they are not good.

Let the members of grain exchanges bend their efforts toward the improvement of the grain marketing system, and endeavor in some way to eliminate existing abuses, so seriously complained of, without injury to the system itself.

Let us all work and save, think more soberly, act more steadily, speak more sanely, be square with each other, and above all, be square with ourselves, and happiness and prosperity will once more descend upon us, and we shall be a credit and a help to our

country as well as to ourselves.—L. L. Winters, Chicago.

Tile Elevator Unsatisfactory.

Grain Dealers' Journal: I do not think much of our tile elevator for several reasons. First, it cost too much—around \$17,000. We were given to understand that cost would not exceed \$13,000.

Second, it is not dry in rainy weather. The rain seeps through the joints which are not well painted. The workmanship on our plant was punk.

Third, I understand the — Clay Products Co., has a patent on these buildings, so you are at their mercy.

If a man desires to erect an expensive building he should build his elevator of reinforced concrete and be sure to employ honest, competent workmen of experience.—Geo. Debe, Mgr., Rockwell City, Ia.

Beware of Weevil Killers that Leave Oily Odors.

Grain Dealers' Journal: A short time ago we received a car of wheat which apparently had been treated for weevil with something other than bisulfid of carbon or hydrocyanic acid gas. The grain had a distinctly creosote, oily odor. As grain is sample grade when it gives off an oily odor, shippers should bear in mind that bisulfid and hydrocyanic acid leave the grain free from objectionable odors. Before using any so-called prepared "weevil killers" a good plan would be to try it on a small quantity of weevil infected wheat to be sure that no odors remain. This precaution may save many dollars.—A Receiver.

This "Farmer" Always Asks Pay in Advance. Look Out!

Grain Dealers' Journal: We have with us a noted criminal who has already served four years in prison. Last October this man came into our office dressed as a farmer and gave the name of Frank Meyers. He wished to sell a car of corn and about 2000 bus. of oats. He said that he lived eight miles from here, and in the Seberger neighborhood. Altho we were not acquainted, I did not think it strange when he wanted 100 dollars. He agreed to haul the next day with three teams so I made out a check for 100 dollars. Something made me uneasy, and after he had gone, my foreman, John Schroeder, who had heard the conversation, asked if I thought that the man was straight. This made me still more uneasy, so I called the Bank and told them to make the fellow identify himself, and if he was unable to do so, to stop payment on the check. He was unable to do this, but I did not feel sure enough to have him arrested, so he got away.

About a week ago we heard that the same deal had been played at Boone Grove which is only fifteen miles from here and since that time I have been watching for this fellow and hoping that we might be able to land him.

Last Friday Mr. Love, the owner of the elevator at Le Roy, which is about eight miles from here, called me and asked what was wrong with George Smith and me. I told him that I did not know this person. He then told me that this George Smith lived on his own farm south of Crown Point about four miles and that he wished to sell a large amount of corn. As he lived nearer to Crown Point than Le Roy, it caused Mr. Love to call me. I asked Mr. Love to describe the fellow, and when he had done so, I felt sure that it was the same fellow.

I immediately hunted up our city Marshal and got a Taxi and we then went hunting. We caught him just he was getting into Hebron. He had four ears of corn in his pocket as samples to sell to the next man. We have since learned that he has been sent to prison four times for this same offense. Perhaps this will help some of our fellow

grain dealers to dodge similar tricks.—Ernest H. Hixon, Crown Point, Ind.

Grain Depositor Entitled to Accounting.

Unable to read English script and receiving no storage tickets Frank Billings during the 6 years from 1909 hauled 8,159 bus. of wheat to the elevator at Goodrich, N. D., operated by the G. Doering Grain Co., composed only of G. Doering and run at the time of the first deliveries by Chris Doering as manager, who made an oral agreement that the charge for storage would not be over 1½ cents per bushel per year.

Julius Doering became manager in 1913 and on Dec. 20, 1915, mailed to Billings three antedated storage tickets, providing for storage charges at the legal rate, which exceeded the original contract rate, and having endorsed on them the cash advanced, \$2,672.50, the original agreement providing that cash advanced should bear no interest.

On July 25, 1917, defendant wrote the plaintiff as follows:

"This is to notify you that you must dispose of your stored wheat with us by the 10th of August. As the government is curbing all speculations, they have shut off all trading in futures, and I will have to sell my futures which I have been carrying for you together with the cash grain on hand and can't buy it back.

"You will be charged full storage and interest on the money we have advanced you at 10%, same as we are paying, and want you to bring in your weight tickets and storage tickets by above date and oblige.

"Yours respectfully,

"J. R. Doering, Manager.

"P. S.—In the event of not hearing from you we will figure same up according to our records and deposit same with the First National Bank here to your credit."

On the 10th of August defendant wrote the plaintiff again as follows:

"Inclosed find our check for \$9,267.70, which represents the balance due you after storage, money advanced and interest on same has been deducted.

"Yours respectfully,

J. R. Doering."

A check for \$17.80 dated the 11th of September, 1917, was mailed to the plaintiff. He received it, but never cashed it. In the lower left-hand corner, in close proximity to the bold-faced type in which the name of the drawee bank was printed, and in very fine script, appears the following: "Bal. due him on wheat to date in elevator." The defendant explains this later check by the correction of an error in figuring dockage twice on a portion of the wheat.

Billings brot suit, demanding that there be an accounting that would show the number of bushels, the proper handling charges, the rate of interest on money advanced, and that he be awarded a money judgment for whatever balance would be owing to him on a proper accounting.

The Supreme Court of North Dakota on Jan. 10, 1921, said: In the defendant's statement of account which was exhibited to the plaintiff after the check had been sent, and which shows the processes by which the balance of \$9,672.70 was arrived at, it appears that the defendant figured storage charges at the rate stated in the storage tickets from the time the wheat was originally stored and 10 per cent interest on the money advanced from the time of the advancement to the date of the closing of the account; it credited the plaintiff with 7,763 bushels and 30 pounds of No. 1 wheat at \$2.16 per bushel, and 396 bushels and 25 pounds of No. 3 wheat at \$1.96 per bushel.

The trial court reduced the storage charges by applying the original contract rate for the period elapsing between the original storage and the date of the storage tickets, and the storage ticket rate from their date to the date of settlement. It also reduced the interest charges from 10 per cent from the time the money was advanced to 7 per cent the legal rate, from the date borne by the storage ticket containing the indorsement of the amount of cash advanced; and, instead of charging the defendant with the cash value of the wheat on August 10, 1917, at \$2.16 and \$1.96 per bushel, it charged it at the rate of \$2.47 for No. 1 and \$2.27 for No. 3, after allowing 13 cents per bushel for handling and transportation.

Judgment for \$5,032.50 in favor of plaintiff, Billings, was affirmed.—181 N. W. Rep. 54.

Select a Transportation Commissioner.

The executive committee of the Grain Dealers National Ass'n, at a recent meeting held in the secretary's office decided to establish a transportation department with a permanent salaried man in charge.

The new transportation commissioner has been selected and he will take charge of the department on April 1. He is W. K. Vandiver, who has for some time been connected



W. K. Vandiver, Toledo, O.
Transportation Commissioner.

with the United States Railroad Administration at Washington. A photograph of Mr. Vandiver is presented herewith.

Mr. Vandiver is a Louisville, Ky., product. After graduating from the high school in the Kentucky city he entered the general freight office of the L. & N. railroad at Louisville. When he left there eight years later he was chief rate clerk. He resigned from the L. & N. to accept the chief clerkship of the Southeastern Freight Association at Atlanta, Ga., where he remained for four years.

He then became chief clerk in the general freight office of the M. & O. railroad at St. Louis. In that position he looked after the solicitation of traffic and general freight affairs. After six years of such work he was appointed assistant general freight agent and occupied that position for eleven years. In that capacity he attended rate conferences and formed an extensive acquaintanceship with representatives of large shipping interests as well as of traffic officials in various parts of the country. He handled all of the M. & O.'s cases before the Interstate Commerce Commission as well as before the railroad commissions of the various states.

Mr. Vandiver resigned from the M. & O. in March, 1920, to become assistant manager, department of traffic, United States Railroad Administration, having charge of formal dockets relating to reparation. In his present position his time has been occupied almost exclusively with the preparation and handling of reparation cases before the Interstate Commerce Commission, these cases arising during the period of federal control, namely, from Jan. 1, 1918, to Feb. 29, 1920, inclusive.

Owing to the growth of the Grain Dealers National Association in recent years it has become necessary for the organization to expand and widen the scope of its activities. In 1914 the Association had but one arbitration committee. Now it has six such committees, and it has recently published a book of arbitration decisions, indexed and bound in cloth.

The transportation work has grown like that of arbitration. It has been in charge of a transportation committee composed of members of the Association who were busy men with large affairs of their own which compelled their attention. It was inevitable that the time would come when this department must be reorganized and placed in charge of a

paid employe who could give it his entire time and attention.

Henry L. Goemann, the chairman of the transportation committee, has, perhaps, done more work for the Association in the many years of his faithful service than any man connected with the organization since it was founded in 1896. He could not, however, be expected to make any more sacrifices in the interest of the members. At the Minneapolis convention Mr. Goemann asked to be relieved from the burden of voluntary service as he felt that he had done more than his share in bringing the Association to its present position. The executive committee then began to look around for a salaried transportation commissioner and finally selected Mr. Vandiver from a field of applicants for the position.

The new transportation commissioner will have his office at Association's headquarters in Toledo. There are several important problems awaiting his early attention. Among them are the policing of the decision of the Interstate Commerce Commission in the loss and damage case, the installation and maintenance of side tracks and ground rentals, the liability clauses in railroad leases, the reduction in freight rates, and many others.

THE CANCELLATION EVIL has brought the following recommendations from the U. S. Chamber of Commerce: Draw contracts in conformity with the law of the state in which they are completed or accepted, making the obligations of both the seller and buyer equitable. Provide in them for arbitration in case of dispute either under the state law, rules of trade organizations, or some other adequate agency.

Weigher Liable to Buyer.

Abraham Glanzer bought 905 bags of beans of Bech, Van Sicklen & Co., who employed Levi Shepard to weigh them and paid for them at 10½ cents per pound. Five months later they were reweighed at the request of Glanzer and reported by Shepard to weigh 12,022 lbs. less.

Believing that he had overpaid sellers, Glanzer brought suit against Shepard to recover the difference of \$1,262.31, for alleged error. The City Court of New York gave a verdict for plaintiff. On appeal the Appellate Court reversed the judgment on the ground that at the time of the first weighing defendants owed no duty to the plaintiffs to weigh the beans accurately, that they were employed and paid by Bech, Van Sicklen & Co. to do the weighing. This decision again was reversed by the Supreme Court of New York Jan. 14, 1921, as decided by the City Court, holding

The defendants were employed to correctly weigh these bags of beans. They knew that the beans had been sold to the plaintiffs and were to be paid for by the pound, in accordance with their certificate of weight. There was therefore a legal duty to the plaintiffs, concurrent with the contract duty to Bech, Van Sicklen & Co., to carefully weigh and accurately certify the result. Both parties were relying upon their care and accuracy, the one to charge and the other to pay for the beans; therefore, when by the defendants' negligence in incorrectly ascertaining the weight the plaintiffs were injured by being required to pay \$1,262.31 more for the beans than they were legally obligated to pay, that damage flowed directly from defendants' negligence, and for it the defendants should respond. In *MacPherson v. Buick Motor Co.*, 217 N. Y. 382, 393, 111 N. E. 1050, 1054 (Ann. Cas. 1916C, 440, L. R. A. 1916F, 696) Judge Cardozo, writing for the court, said:

"There is nothing anomalous in a rule which imposes upon A., who has contracted with B., a duty to C. and D. and others, according as he knows or does not know that the subject-matter of the contract is intended for their use."

He cites and discusses a large number of cases in which liability for damages has been imposed on one party to a contract for negligence in the performance of a duty owing to a third person not a party thereto. While none of these cases are exactly in point, the instant case is well within the principles governing the decisions of those cases.

The determination of the Appellate Term should be reversed, with costs in both courts, and the judgment of the City Court affirmed. 186 N. Y. S. 88.

Coming Conventions.

May 10, 11. Illinois Grain Dealers Ass'n Peoria, Ill.

May 18, 19. Oklahoma Grain Dealers Ass'n at Skirvin Hotel, Oklahoma City, Okla.

Apr. —. The Western Grain Dealers Ass'n at Cedar Rapids, Ia. (date undecided).

May 24, 26. Kansas Grain Dealers Ass'n, at Kansas City, Mo.

June 22, 23, 24. Tri State Country Grain Shippers Ass'n, Minneapolis, Minn.

June 22, 23, 24. American Seed Trade Ass'n, St. Louis, Mo.

June 20, 21. Wholesale Grass Seed Dealers Ass'n, St. Louis, Mo.

Sept. 6, 7. National Hay Ass'n at Chicago, Ill.

Passenger agents of the western carriers in convention at Chicago, Ill., recently decided that concessions from the regular fare would be made for any organized movement of more than 350. It is probable that more such reductions will be made.

Place of G. D. N. A. Meeting.

The directors of the Grain Dealers National Ass'n have voted to hold the next annual convention at Galveston, Tex., if a rate of a fare and one-third can be obtained from the railroad companies.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

B. & O. 181436, seals C. M. & G. 65271 West and 65272, loaded with wheat was set out on our siding at Templeton, Ind., on March 1 leaking at the end over the drawbar.—Kennedy Bros.

A car passed thru Stafford, Kan., about the last of February and left a string of wheat for about three miles. It must have been on an eastbound Missouri Pacific train. I did not see the car when it was stopping here and of course was unable to ascertain the number of the car or the destination.—John Mayfield Co-operative Grain & Merc. Co.

L. E. & W. 10029 passed thru Laurel, Ind., on Feb. 12 on the Big Four, leaking wheat at the side of car.—Ralph Wright.

U. P. 70692 passed thru Corsicana, Tex., going south on the T. & B. V., on Jan. 17, leaking wheat badly. The railroad agent was notified.—F. B. McKie.

L. E. & W. 44884 passed thru Oxford, Ind., on Feb. 16 in a L. E. & W. local eastbound freight. Car was leaking oats at the side door.—Oxford Grain Co.

H. V. 8840 loaded with corn and oats passed thru Lakeville, O., on Jan. 11 eastbound. Car was leaking badly at the south side.—James Hudson, mgr. Lakeville Equity Exchange Co.

I. C. 34176 passed thru Lubbock, Tex., on Dec. 3 leaking red top cane seed at the side.—Thomas Grain Feed & Fuel Co.

C. M. & St. P. 90318 was set off at Whittemore, Ia., on Jan. 11 leaking oats at the draw bar. Car was repaired by the section men. About three bushels of oats lay on the ground where the car stood.—O. J. Kaschmitter.

A. T. & S. F. 25908 transferred into L. E. & W. 8153 at Otterbein, Ind., on Dec. 20, had the draw bar pulled out and one end badly broken. Oats were scattered all along the side track and the shipper will probably have a big shortage.—T. E. Samuel, mgr. Farmers Elevator Co.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Dieterich, Ill., Mar. 4.—Weather is spring like and farmers are busy sowing oats.—J. M. Schutz.

Springfield, Ill., Mar. 9.—Recent rains will improve the condition of winter wheat, but the crop has come thru the winter in good condition generally. The frost is out of the ground. In the central and southern divisions plowing for oats and corn is under way, and some oats have been seeded. Pastures are greening.—Clarence J. Root, Meteorologist, U. S. Dept. of Agriculture.

INDIANA.

Evansville, Ind., Mar. 3.—Notwithstanding the present prices are far from satisfactory, corn acreage will be as large as last year. Wheat prospects in southern Indiana are better than for several years past at this time of the year.—C.

IOWA.

Shelby, Ia., Mar. 8.—A smaller corn acreage will be planted this spring.—H. C. Hale.

KANSAS.

Hugoton, Kan., Mar. 4.—Growing wheat crop looks fine.—H. B. Wheaton.

Burton, Kan., Feb. 22.—Crop was light in this section.—L. H. Warner.

Minneapolis, Kan., Mar. 3.—Prospects were never better for a good crop.—L. M. Taylor, Security Elevator Co.

Sublette, Kan., Mar. 4.—Wheat crop thru here was below the average but the growing crop is surely promising for great returns if the winds do not blow it out.—Claud Cave.

Copeland, Kan., Mar. 4.—I have never seen an open winter pull a crop thru as well as this winter did. Prospects are fine for a big crop of wheat if the wind does not get it.—George A. Smith, Co-op. Equity Exchange.

Topeka, Kan., Mar. 5.—The Derby Grain Co. held a meeting in Topeka last week of all the employees and managers of their elevators. The fifteen stations reporting showed an average acreage as compared to last year of 92%. One station, Mitchell, Kan., reported 120% of last year's acreage and three stations reporting the acreage close to 75% of last year. The condition of the growing crop was reported as 90%. Several reports from these same stations later showed a further deterioration on account of the dry weather and winds.—C. S. Parker, sec'y, Topeka Board of Trade.

Hutchinson, Kan., Mar. 9.—Anyone who travels thru western Kansas and particularly thru the southwestern part of the state near and along the Oklahoma state line knows that this section is going to be a great wheat contributing factor of the country. There are miles and miles of waving wheat acreage, beautiful in their fresh green which because of the open winter have made wonderful pasturage. Where the land is not already in wheat the farmers are plowing, an indication that they no longer fear the winter. Their only fear now is of the wind. The well painted large houses and outbuildings indicate farmer prosperity. Farmers are all looking forward to a bumper crop.—E. C. Gauen.

MINNESOTA.

Le Sueur, Minn., Feb. 27.—Weather has been very bad for the winter wheat as the ground has been continually thawing and freezing. Ground has no snow covering.—Farmers Grain & Milling Co.

MISSOURI.

Liberal, Mo., Feb. 28.—A very large acreage of oats is being sown.—Lipscomb Grain & Seed Co.

Fogard, Mo., Mar. 6.—Having some rainy weather here now. Wheat looks good but we are having some complaint of the fly.—H. E. Fretz, mgr. Farmers Union Merc. Co.

Stark City, Mo., Feb. 26.—Wheat is in fine shape and there is plenty of moisture. Spring plowing is well under way. Farmers are beginning to sow oats.—Forsythe & Carpenter Grain Co.

Greenridge, Mo., Feb. 28.—Much of the land is going out of commission for grain crops.—F. E. Ream.

Jefferson City, Mo., Mar. 10.—Condition of growing wheat is 90%. Hessian fly is reported in Grundy, Jackson, Osage, Moniteau, Boone and Franklin, while chinch bugs have been seen in Macon, Vernon, Henry, Bates, Polk, Pettis, Osage, Montgomery, Lincoln, Jefferson and Gasconade, and grasshoppers in Jefferson. Farmers now intend to reduce their 1920 corn acreage 2%. An increase of 2% appears in the oats acreage because of the corn prices, and in the southwest because wet weather last fall prevented the desired wheat seeding. Men in smaller towns are reported out of work and turning towards the farms, but farmers are not willing to pay the high rates of last year.—E. A. Logan and Jewell Mayes. U. S. Bureau Crop Estimates.

NEBRASKA.

Sterling, Neb., Feb. 28.—Wheat condition is fair but a little dry. Plowing for oats is being done now and seeding will begin early.

Sterling, Neb., Feb. 28.—Wheat conditions are fair but it is a little dry. Farmers are now plowing for oats. Seeding will begin early.—H. M. Miller.

Daykin, Neb., Feb. 28.—Fall wheat needs rain to settle the ground as the fields are like an ash heap. No reports of wheat killing so far.—I. L. Drauker, Daykin Grain & Supply Co.

NORTH DAKOTA.

Fargo, N. D., Mar. 8.—Farmers of the western section of North Dakota are not planting wheat this year because they have no wheat to plant and because they haven't the money with which to buy seed.—Gordon Randlett, director extension division, North Dakota Agricultural College.

OHIO.

Attica, O., Mar. 5.—We are told wheat is not looking good.—Heabler & Heabler.

OKLAHOMA.

Orienta, Okla., Feb. 26.—Growing wheat looks fine.—Cox Henry Grain Co., Grant Webster, mgr.

Oklahoma City, Okla., Mar. 10.—The growing condition of wheat, rye, barley and oats is very good; soil moisture has been ample and the mild weather has stimulated growth. Indications point to another outbreak of the greenbug. It is reported as far west as Washata county, north, in Garfield; northeast and generally thruout the south and central portions of the state. Some fields already beginning to show the effects of the insects; unless checked may cause damage during March and April comparable with that in 1907.—Oklahoma Co-operative Crop Reporting Service.

Government Report on Farm Reserves.

Washington, Mar. 8.—The Crop Reporting Board of the Bureau of Crop Estimates makes the following estimates from reports of its correspondents and agents:

Corn on farms March 1 was about 1,572,397,000 bus., or 48.6% of the 1920 crop, against 1,070,677,000 bus., or 37.5% of the 1919 crop on farms March 1, 1920, and 855,269,000 bus., or 34.2% of the 1918 crop on farms March 1, 1919. About 21.4% of the crop will be shipped out of the counties where grown, against 16.3% of the 1919 crop and 14.5% of the 1918 crop so shipped. The proportion of the 1920 crop which is merchantable is about 87.0% (equivalent to 2,811,266,000 bus.), against 87.0% (2,486,296,000 bus.) of the 1919 crop and 82.4% (2,062,041,000 bus.) of the 1918 crop.

Wheat on farms March 1 was about 207,591,000 bus., or 26.4% of the 1920 crop, against 164,624,000 bus., or 17.6% of the 1919 crop on farms March 1, 1920, and 128,703,000 bus., or 14.0% of the 1918 crop on farms March 1, 1919. About 58.4% of the crop will be shipped out of the counties where grown, against 60.3% of the 1919 crop and 58.8% of the 1918 crop so shipped.

Oats on farms March 1 was about 689,566,000 bus., or 45.2% of the 1920 crop, against 418,983,000 bus., or 34.0% of the 1919 crop on farms March 1, 1920, and 590,251,000 bus., or 38.4% of the 1918 crop on farms March 1, 1919. About 28.2% of the crop will be shipped out of the counties where grown, against 26.0% of the 1919 crop and 27.4% of the 1918 crop so shipped.

Barley on farms March 1 was about 69,836,000 bus., or 34.6% of the 1920 crop, against 36,848,000 bus., or 22.8% of the 1919 crop on farms March 1, 1920, and 81,746,000 bus., or 31.9% of the 1918 crop on farms March 1, 1919. About 36.4% of

the crop will be shipped out of the counties where grown, against 35.0% of the 1919 crop and 39.0% of the 1918 crop so shipped.

Details for important States follow:

CORN.

State.	1921.	1920.	1920.	1919.	1918.
Stock on farms March 1. In thousands of bushels.					
Percentage of crop of merchantable quality.					
New York	10,430	9,873	79	83	61
New Jersey	5,606	4,576	86	82	88
Pennsylvania	28,832	28,877	85	87	82
Delaware	4,275	2,808	88	83	87
Maryland	14,187	13,940	86	82	86
Virginia	26,052	20,107	85	85	83
West Virginia	8,177	7,514	81	82	80
North Carolina	33,937	23,940	87	85	85
South Carolina	22,456	16,707	89	86	88
Georgia	38,250	32,843	83	85	86
Florida	4,317	5,104	80	82	82
Ohio	74,566	61,329	86	86	81
Indiana	93,877	63,270	88	88	83
Illinois	141,201	111,720	82	90	86
Michigan	23,400	18,200	85	84	64
Wisconsin	26,674	26,014	84	88	67
Minnesota	48,431	32,480	91	89	81
Iowa	265,328	166,400	93	96	95
Missouri	93,474	44,240	80	80	73
North Dakota	2,901	2,682	70	82	40
South Dakota	53,856	27,360	90	94	91
Nebraska	160,983	73,674	95	94	94
Kansas	74,269	17,450	93	83	64
Kentucky	50,325	29,700	78	74	80
Tennessee	47,481	28,248	84	73	85
Alabama	32,232	30,165	83	82	85
Mississippi	26,746	20,895	85	80	82
Louisiana	13,540	9,712	80	76	70
Texas	69,680	95,550	86	85	50
Oklahoma	38,408	22,968	91	88	60
Arkansas	22,090	12,131	85	70	64
Colorado	9,423	4,115	84	85	89
United States	1,572,397	1,070,677	87.0	87.0	82.4

WHEAT.

State.	1921.	1920.	1920.	1919.	1918.
Stock on farms March 1. In thousands of bushels.					
Percentage of crop shipped out of co. where grown.					
New York	4,179	1,900	35	35	30
Pennsylvania	8,849	6,683	37	39	40
Maryland	3,417	1,590	54	55	60
Virginia	3,656	2,627	26	25	30
North Carolina	2,711	1,213	5	3	4
Ohio	8,609	10,247	47	56	55
Indiana	5,414	5,926	56	60	60
Illinois	8,947	7,102	60	59	60
Michigan	3,997	3,643	51	55	51
Minnesota	10,191	8,352	60	60	65
Iowa	3,513	3,828	59	67	66
Missouri	7,853	7,180	54	60	60
North Dakota	17,784	12,144	66	65	70
South Dakota	7,359	6,940	67	70	70
Nebraska	19,958	11,528	72	74	65
Kansas	41,117	36,499	70	75	65
Kentucky	842	1,138	21	25	27
Tennessee	725	998	18	20	25
Texas	1,592	5,061	50	50	15
Oklahoma	10,635	8,106	61	70	70
Montana	3,970	2,876	54	22	50
Colorado	6,390	2,492	64	63	55
Idaho	5,900	2,670	59	57	60
Washington	4,938	3,144	70	75	67
Oregon	2,748	2,081	65	70	60
United States	207,591	164,624	58.4	60.3	58.8

OATS.

State.	1921.	1920.	1920.	1919.	1918.
New York	19,924	10,567	5	2	6
Pennsylvania	21,080	14,744	8	6	8
Ohio	32,816	16,837	31	28	33
Indiana	33,825	16,240	41	35	35
Illinois	74,497	43,890	48	45	50
Michigan	27,086	12,112	26	15	25
Wisconsin	47,466	29,017	13	12	18
Minnesota	60,714	33,929	29	20	28
Iowa	114,933	76,511	46	44	44
Missouri	23,821	14,020	18	16	20
North Dakota	28,031	11,309	9	4	9
South Dakota	39,232	21,996	32	30	35
Nebraska	48,163	29,384	32	27	17
Kansas	33,024	15,480	14	8	6
Texas	9,702	27,405	30	37	12
Oklahoma	18,240	15,518	25	20	11
Montana	8,232	1,711	15	6	7
United States	689,566	418,983	28.2	26.0	27.4

BARLEY.

State.	1921.	1920.	1920.	1919.	1918.
New York	1,218	704	7	8	15
Illinois	1,702	1,296	30	33	41
Michigan	1,872	1,170	15	15	9
Wisconsin	5,251	3,829	20	22	28
Minnesota	9,250	4,914	40	44	45
Iowa	3,046	2,169	49	45	46
North Dakota	7,938	3,450	25	17	40
South Dakota	10,194	5,005	50	51	60
Nebraska	3,564	1,840	35	30	13
Kansas	10,217	5,220	34	32	9
Montana	616	108	40	4	5
Colorado	2,197	1,000	35	15	10
Utah	247	84	20	10	11
Idaho	1,277	462	29	21	30
Washington	1,398	737	24	37	26
Oregon	799	279	20	18	21
California	5,462	2,400	65	55	50
United States	69,836	36,848	36.4	35.0	39.0

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Ft. William, Ont., Mar. 5.—Receipts of wheat at elevators at Fort William and Port Arthur in the 5 months ending Jan., 1921, amounted to 143,957,900 bus.; compared with receipts in the corresponding period of 1919 of 90,373,330 bus. Shipments from the two markets showed a corresponding increase amounting to 107,047,919 bus., compared with shipments in 1919 of 59,912,571 bus.—Canadian Bureau of Information.

IDAHO.

Newdale, Ida., Feb. 25.—Considerable wheat still remains to be shipped from this station. There is a pool of farmers' wheat in the Inland Grain Co. warehouse. About 40 cars were put in when wheat was from \$2 to \$2.25 per bushel here. None of it was hedged and they are paying storage since August on most of it. At that time they were expecting to get \$4 per cwt. Today it is worth \$2, so they are still holding. Mr. Satterfield's letter in the Journal of Feb. 10, page 232, tells present conditions in his state exactly. Think that most of the farmers who still have grain will hold on to it just as long as possible in the hopes of better prices later on.—Thomas Bros. & Jewell, by Vinton Rhodes.

ILLINOIS.

Springfield, Ill., Mar. 9.—Very little corn moving.—Clarence J. Root, Meteorologist, U. S. Dept. of Agriculture.

INDIANA.

Galveston, Ind., Feb. 28.—Corn and oats movement has been heavy the past two weeks due to the slight rise in the markets. The farmer also likes to get away from having the grain around after March 1, the date which the assessor starts in this state.—Paul Garrison.

Evansville, Ind., Mar. 3.—Many farmers in southern Indiana who have been holding their corn in the hope of getting better prices are now unloading on the elevators altho present prices are far from being satisfactory. Many of the farmers in this section are also showing a disposition to let go of their wheat. They have been holding for \$3 a bus.—C

IOWA.

Vining, Ia., Mar. 7.—No grain is coming in.—Home Lumber Co.

Modale, Ia., Mar. 8.—Farmers continue to hold grain in this section.—B.

California Jct., Ia., Mar. 8.—Considerable grain being held by farmers.—B.

Shelby, Ia., Mar. 8.—Not much corn moving this winter on account of the low prices. Considerable old corn around here.—H. C. Hale.

Modale, Ia., Feb. 20.—Movement of grain is slow. After the first of March there will not be much doing at the prevailing prices.—Modale Farmers Elevator Co., R. C. Hartsock.

Washta, Ia., Mar. 7.—No grain is moving here. Farmers will not sell at the present prices. About 75% of the corn still is in the farmers' hands, but if the farmer could get 50 cents or better there would be a big movement.—B. L. Arnold, agt. Quaker Oats Co.

KANSAS.

Greensburg, Kan., Mar. 2.—Wheat is practically all marketed here.—W. E. Mors.

Cullison, Kan., Mar. 1.—No wheat is moving as the farmers are holding until spring.—F. L. Fainsworth.

Meade, Kan., Mar. 3.—The season has been very dull as the wheat crop was light thru here.—L. O. Webb.

Stafford, Kan., Feb. 26.—About 4 or 5 loads a day are all we are getting at present.—Walnut Creek Milling Co.

Plains, Kan., Mar. 3.—The condition of the growing grain is the best we have had since 1915.—Collingwood Bros.

Cullison, Kan., Mar. 1.—Wheat is moving slowly. Farmers are holding for higher prices. We have been able to get all we need.—Roy L. Miller.

Arlington, Kan., Feb. 25.—Very little moving.—E. C. Beauchamp.

Bloom, Kan., Mar. 3.—Growing crop looks fine.—George Curtis.

Bloom, Kan., Mar. 3.—Practically all the wheat in this section has been moved.—George Curtis.

Burrton, Kan., Feb. 22.—A slight movement of grain during the past few days.—L. H. Warner.

Halstead, Kan., Feb. 24.—Everything is pretty dull. Very little grain is moving.—W. J. Barkenmeyer.

Bloom, Kan., Mar. 3.—Very little wheat to move here right now as the crop was light.—F. L. Harter.

Halstead, Kan., Feb. 23.—Not much grain is moving. Farmers still holding for higher prices.—I. M. Tuggle.

Feterita (Hugoton p. o.), Kan., Mar. 4.—Most of the wheat has been shipped from this section.—W. E. Rice.

Sterling, Kan., Feb. 25.—A free movement for some time but the past few days have shown a decrease.—Arnold Maddus.

Hugoton, Kan., Mar. 4.—Everything is moving nicely but there is a poor market. Lots of kafir corn here.—H. B. Wheaton.

Kingsdown, Kan., Mar. 3.—Prospects of the growing crop are fine.—A. F. Bennett, mgr. Kingsdown Co-op. Equity Exchange.

Venith, Kan., Feb. 26.—Grain movement is very light. Only one wagon load of wheat has been brought in today.—J. A. Falen.

Venith, Kan., Feb. 26.—The movement of grain here has been very light.—Venith Grain Livestock and Merc. Co., by J. A. Falen.

Dodge City, Kan., Mar. 4.—About 15% of the wheat still remains to be moved.—Dodge City Co-op. Elevator Co., per Joseph Hull.

Stafford, Kan., Feb. 26.—Farmers are holding up their wheat. Stocks are not as large as was first reported.—Stafford Milling Co., by H. M. Snare.

Partridge, Kan., Feb. 28.—About 70% of the crop has been moved. Light movement up to the present time.—Partridge Co-op. Equity Exchange.

Kingman, Kan., Feb. 26.—Everything has been pretty dull here the past few months on account of the prices. Very little moving.—H. F. Brady.

Abbyville, Kan., Feb. 28.—It takes \$1.50 to move wheat in this section. About 30% of the wheat is still in the farmers' hands.—Abbyville Co-op. Exchange.

Stafford, Kan., Feb. 26.—There was a good movement of wheat during January and February. The farmer will probably hold the 1920 crop for May market.—J. Carr.

Nickerson, Kan., Feb. 24.—More wheat has moved in the past two weeks than in the three months previous. About 80% of the wheat has been moved.—Charles N. Woodell.

Kingsdown, Kan., Mar. 3.—Movement of grain has been very light because of the poor crop. About 15 cars are yet to be moved.—A. F. Bennett, mgr. Kingsdown Co-op. Equity Exchange.

Haviland, Kan., Mar. 1.—We are getting about 4 cars of wheat a week and 56 cars have been shipped out of here since the first of the year.—Farmers Co-op. Co., William Dunbar, mgr.

Rexford, Kan., Feb. 25.—Some wheat has been moving during the past two weeks. Do not think more than 20% remains in the farmers' hands.—Ewbank & Osborn, by Robert Ewbank.

Topeka, Kan., Mar. 5.—Managers and employees of the Derby Grain Co. elevators held a meeting in Topeka recently. Their reports indicate that 73% of the corn and 34% of the wheat still remains in the farmers' hands in Kansas.

Plevna, Kan., Feb. 25.—There has been a fair movement the past 30 days. Farmers who are not disposed to sell for less than \$1.50. About 10 cars of corn have been shipped out of the station and there still remain about that many more to move.—W. A. Wilson.

Pratt, Kan., Mar. 1.—Movement of grain has been very slow, altho at the present time the tendency is to move more. Farmers have been holding trying to realize the cost of production, but realize now they have been unsuccessful. Will hold what they have until May.—Pratt Equity Exchange, J. V. Harkrader.

Partridge, Kan., Feb. 24.—Not much moving in this section.—W. S. Williams.

Rolla, Kan., Mar. 4.—Considerable wheat shipped from here. Most of it is moved.—G. McEwen.

Feterita (Hugoton p. o.), Kan., Mar. 4.—Not more than three cars of wheat are left here.—W. P. Kliesen.

MICHIGAN.

Lansing, Mich., Mar. 9.—Crops were grown at an abnormally high cost. Farmers who were in a position to hold have done so, hoping that better prices would be realized later in the season and mitigate their losses. Corn on farms is estimated at 15,444,000 bus. or 36% of the crop and is the highest percentage, except 1913, during the last 18 years. About 28% of the wheat crop remains on farms, the highest since 1916 and amounts to 3,997,000 bus. Oats crop was much larger than that of the previous year, and the amount remaining on farms is more than double that of one year ago or 48%, compared with a ten-year average of 38%.—Verne E. Church, Agri. Statistician.

MISSOURI.

Greenridge, Mo., Feb. 28.—Plenty of corn and oats in first hands here.—F. E. Ream.

Helena, Mo., Feb. 26.—Most all grain has moved and business is very slow.—J. H. Campbell.

Stark City, Mo., Feb. 26.—About all the wheat has been sold.—Forsythe & Carpenter Grain Co.

Halls, Mo., Feb. 26.—Most of the grain has been shipped from this section.—Halls Elevator Co., C. L. Herman, sec'y.

Bogard, Mo., Mar. 6.—Farmers are about cleaned up on last year's wheat and have only a few loads left.—H. E. Fretz, mgr. Farmers Union Merc. Co.

Liberal, Mo., Feb. 28.—Receipts of grain are small but a large surplus of corn and oats remains in the farmers' hands. Farmers are disposed to hold grain at the present prices.—Lipscomb Grain & Seed Co.

Macon, Mo., Mar. 8.—Have been shipping a great deal of corn in on account of the poor quality of the home corn, also several cars of oats. Seems there are quite a few oats in the farmers hands but they are not disposed to sell at the present prices. Some wheat around here is beginning to move.—Macon Elevator, Chas. Burkhart.

MONTANA.

Hysham, Mont., Feb. 25.—Most all grain in this section is in.—Montana Grain Growers, C. A. Vieths, agt.

NEBRASKA.

Daykin, Neb., Feb. 28.—Considerable grain has moved to the present time. Look for a light movement after March 1.—I. L. Drauker.

Sterling, Neb., Feb. 28.—Not much feeding this year so far altho there is plenty of feed. Grain movement is slow. Farmers are not disposed to donate their property to the railroads.—H. M. Miller.

NORTH DAKOTA.

Garrison, N. D., Mar. 4.—About 75% of the crop in this section has been marketed.—Farmers Co-op. Trading Co., Jas. Hayes, mgr.

OKLAHOMA.

Frederick, Okla., Feb. 26.—Farmers are not selling any wheat.—E. Billingslea Grain Co.

OHIO.

Attica, O., Mar. 5.—Roads are very bad and little grain moving.—Heabler & Heabler.

UTAH.

Ogden, Utah, Feb. 27.—Wheat in this section is moving slowly on account of the poor roads. About 30% remains in the farmers' hands.—J. W. Raymond, Sperry Flour Co.

RICE in the Phillipine Islands in the future is to be sold at no more than 3 cents per pound wholesale and no more rice may be imported, according to the provisions of a bill signed on Feb. 27 by Governor General Harrison.

THE ANNUAL MEETING of the directors and delegates of the Millers' National Federation will be held at the Blackstone Hotel, Chicago, Ill., on April 8 at 10 a. m. Officers and com'tes are to make their reports and new directors are to be selected. Federation members are welcome.

Rye Movement in February.

Receipts and shipments of rye at the various markets during February, compared with February, 1920, were as follows:

	Receipts		Shipments	
	1921	1920	1921	1920
Baltimore	1,702,030	2,434,330	1,520,000	1,722,830
Chicago	367,000	710,000	234,000	605,000
Cincinnati	15,600	2,400	20,400	3,600
Duluth	304,502	1,204,206	201,547	.....
Ft. William	94,055	53,890	132,773	451
Galveston	.....	.....	366,185	.....
Indianapolis	12,630	8,400	1,400	4,200
Kansas City	30,800	67,100	28,600	107,800
Minneapolis	359,010	694,960	289,330	844,640
Milwaukee	150,120	263,120	145,410	268,950
Omaha	49,500	126,500	50,600	79,200
Philadelphia	107,836	336,136	51,476	.....
St. Louis	29,700	14,300	18,160	48,180
Toledo	36,000	25,200	33,170	67,140
Winnipeg	118,750	.....	.....	.....

Barley Movement in February.

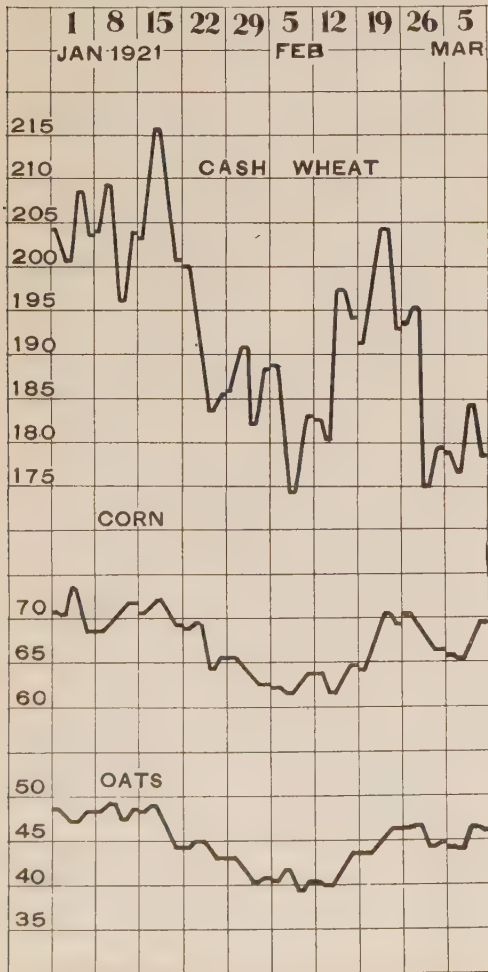
Receipts and shipments of barley at the various markets during February, compared with February, 1920, were as follows:

	Receipts		Shipments	
	1921	1920	1921	1920
Baltimore	214,270	1,188	210,833	.....
Chicago	483,000	968,000	465,000	370,000
Cincinnati	5,200	5,200	.....	.....
Duluth	1,946	39,287	38,073	2,153
Ft. William	662,090	327,168	154,177	228,229
Galveston	.....	.....	182,583	.....
Kansas City	117,000	157,500	75,400	84,500
Minneapolis	739,410	592,110	787,270	516,920
Milwaukee	497,490	524,380	143,630	226,200
New Orleans	.....	.....	468,723	365,583
Philadelphia	.....	.....	8,333	.....
St. Louis	76,800	80,000	32,940	42,420
*San Francisco	11,305	3,034	.....	.....
Toledo	2,400	2,400	.....	.....
Wichita	.....	21,000	.....	18,000
Winnipeg	390,225	.....	.....	.....

*Tons.

Cash Wheat, Corn and Oats Fluctuations from Jan. 1 to Feb. 5.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



Wheat Movement in February.

Receipts and shipments of wheat at the various markets during February, compared with February, 1920, were as follows:

	Receipts		Shipments	
	1921	1920	1921	1920
Baltimore	739,799	516,326	1,165,944	491,500
Chicago	1,134,000	2,231,000	1,192,000	3,141,000
Cincinnati	109,200	255,600	117,600	176,400
Duluth	1,405,976	230,515	1,215,468	431,579
Ft. William	4,519,860	2,929,460	3,039,900	1,762,396
Galveston	.....	.....	5,107,724	616,085
Indianapolis	182,000	188,500	52,000	75,400
Kansas City	6,556,950	4,213,350	5,354,100	3,821,850
Minneapolis	7,371,960	6,628,770	3,270,400	2,489,330
Milwaukee	248,400	290,780	142,075	486,810
Omaha	999,600	720,000	981,600	736,400
New Orleans	.....	.....	4,974,010	1,330,720
Philadelphia	838,600	556,270	956,480	567,750
St. Louis	2,890,122	1,434,140	2,138,610	1,960,480
*San Francisco	6,022	2,855	.....	.....
Toledo	172,200	313,600	118,769	199,940
Wichita	1,380,000	433,200	750,000	125,600
Winnipeg	10,713,730	.....	.....	.....

*Tons.

Oats Movement in February.

Receipts and shipments of oats at the various markets during February, compared with February, 1920, were as follows:

	Receipts		Shipments	
	1921	1920	1921	1920
Baltimore	129,004	445,300	56,360	194,300
Chicago	3,874,000	6,841,000	3,304,000	3,645,000
Cincinnati	278,000	426,000	330,000	222,000
Duluth	975,927	21,843	4,087	91,494
Ft. William	3,151,050	774,589	451,944	861,835
Indianapolis	684,000	1,558,000	796,000	1,280,000
Kansas City	428,400	1,033,600	504,000	712,500
Minneapolis	1,252,090	1,237,750	1,110,920	1,178,530
Milwaukee	539,440	1,590,190	470,300	768,080
New Orleans	.....	.....	24,775	56,690
Omaha	420,000	1,374,000	610,000	1,380,000
Philadelphia	122,000	275,950	.....	433,000
St. Louis	1,932,600	3,174,000	1,842,680	3,030,220
*San Francisco	286	2,113	.....	.....
Toledo	199,900	176,300	226,900	81,165
Wichita	15,000	140,000	15,000	110,000
Winnipeg	6,254,000	.....	.....	.....

*Tons.

Corn Movement in February.

Receipts and shipments of corn at the various markets during February, compared with February, 1920, were as follows:

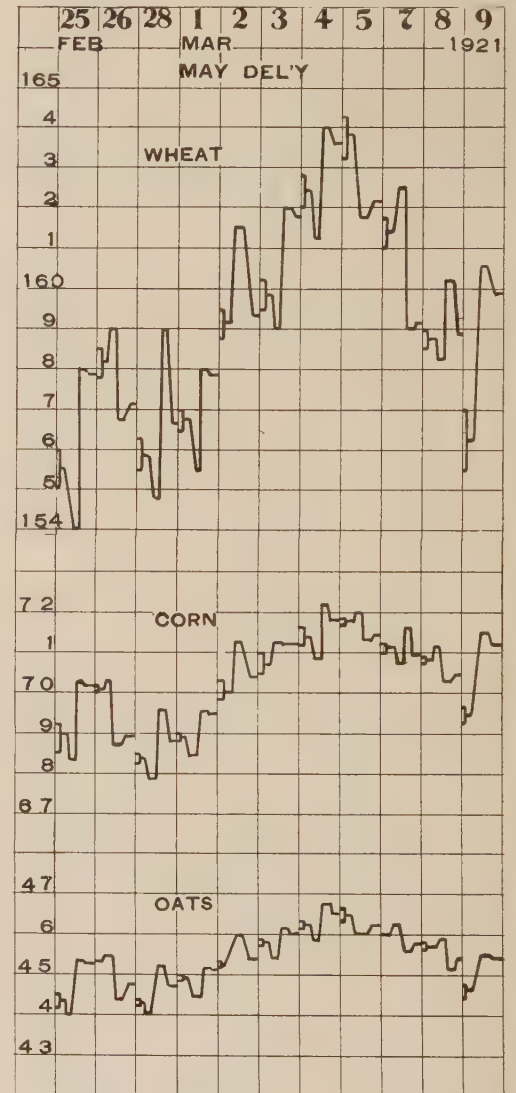
	Receipts		Shipments	
	1921	1920	1921	1920
Baltimore	3,143,280	439,836	2,190,145	119,934
Chicago	13,657,000	7,759,000	5,166,000	2,715,000
Cincinnati	337,200	289,200	214,800	200,000
Duluth	267,431	.....	10,772	.....
Ft. William	4,473	3,456	5,599	1,065
Galveston	.....	.....	25,700	.....
Indianapolis	1,384,000	2,223,000	1,169,000	1,526,000
Kansas City	1,630,000	1,723,750	416,250	646,250
Minneapolis	1,099,810	927,810	951,180	609,080
Milwaukee	1,471,920	1,508,150	1,541,725	353,140
New Orleans	.....	.....	1,735,700	41,920
Omaha	2,329,000	2,588,600	1,481,200	1,888,600
Philadelphia	1,601,225	342,841	903,430	231,438
St. Louis	2,605,688	3,849,300	1,653,630	2,649,200
*San Francisco	1,031	1,366	.....	.....
Toledo	156,250	87,450	127,902	56,945
Wichita	102,200	135,000	88,000	37,800

*Tons.

FRANCE'S production of wheat in 1920 amounted to 6,300,000 metric tons while the year's requirements are placed at 8,300,000 metric tons. The high price of wheat, 73 francs per 220 lbs., established by the French government is expected to decrease the demand materially.

Chicago Futures

Opening, high, low and close on wheat, corn and oats for the May delivery at Chicago for two weeks past are given on the chart herewith.



*L. C. L. shipments are on the increase in all lines, indicating the tendency is to buy in small amounts, according to various carriers' representatives.

Daily Closing Prices.

The daily closing prices of wheat, corn and oats for May delivery at the following markets for the past two weeks have been as follows:

	Feb. 25.	Feb. 26.	Feb. 28.	Mar. 1.	Mar. 2.	Mar. 3.	Mar. 4.	Mar. 5.	Mar. 7.	Mar. 8.	Mar. 9.
MAY WHEAT.											
Chicago	158	157 1/4	156 1/4	157 3/4	161 1/2	161 1/2	163 1/2	162	159	158 3/4	159 3/4
Minneapolis	153	151 3/4	151 3/4	152 3/4	153 3/4	156 3/4	157 3/4	156 3/4	153	162 1/2	152 3/4
Duluth	159	159 3/4	159 3/4	159 3/4	163	163	165 3/4	164	161 1/4	160	161
St. Louis	160	159 1/4	159	159 1/4	161	163 1/4	164 3/4	164	161	160 1/4	160 3/4
Kansas City	152 3/4	152	152	152 3/4	154 1/4	156 3/4	158 3/4	156 3/4	153	152 3/4	153 3/4
Milwaukee	157 3/4	157	157	157 3/4	159 3/4	162	163 3/4	162 3/4	159 3/4	159	159 3/4
Winnipeg	183 3/4	184 1/4	182 3/4	183 3/4	185 3/4	187	189 3/4	188 3/4	187 3/4	188	188 3/4
MAY OATS.											
Chicago	44 3/4	44 3/4	44 3/4	45 3/4	46	46	46 1/2	46 1/2	45 5/8	45 3/8	45 3/8
Kansas City	44 3/4	44 3/4	44 3/4	45 3/4	45 1/2	45 1/2	45 3/4	45 3/4	45 1/2	45	44 3/4
St. Louis	46 1/4	45 3/4	45 3/4	46 3/4	46 3/4	46 3/4	47 3/4	47 3/4	46 1/4	46 1/4	46 1/4
Minneapolis	39 3/4	39 3/4	39 3/4	39 3/4	40 3/4	40 3/4	40 3/4	40 3/4	40	39 3/4	39 3/4
Milwaukee	45 1/4	44 3/4	44 3/4	45 1/4	45 1/2	46	46 3/4	46 3/4	45 3/4	45 3/4	45 3/4
Winnipeg	51 3/4	51 3/4	51	51 3/4	51 3/4	51 3/4	51 3/4	51 3/4	51 3/4	51 3/4	51 3/4
MAY CORN.											
Chicago	70 1/4	68 3/4	68 3/4	69 1/2	71 1/8	71 1/8	71 3/8	71 1/2	71	70 3/8	71 1/4
Kansas City	63 1/4	62 3/4	62 3/4	63 1/4	64 1/4	64 1/4	65 1/4	64 1/4	64 1/4	63 3/4	64 3/4
St. Louis	70 3/4	69 3/4	69 3/4	70 3/4	71 3/4	71 3/4	72 3/4	71 3/4	71 3/4	70 3/4	71 3/4
Milwaukee	70 3/4	68 3/4	68 3/4	69 3/4	70 3/4	71 3/4	71 3/4	71 3/4	71	70 3/4	71 3/4

Northern Central Elevator at Baltimore



Fig. 1. This Elevator Can Load Five Ocean Steamships of Average Size Simultaneously.

By reason of its location inland 172 miles by water from the Atlantic Ocean Baltimore as a seaport has the natural advantage flowing from a longer water carriage and shorter rail haul from interior western points to Europe and other foreign countries. This shorter distance was a prime factor in the railroad rate wars that disturbed the transportation companies since the Baltimore & Ohio Railroad reached the Ohio River in 1853, and particularly since this road reached Chicago in 1874.

Before the Hepburn Com'te of the New York Legislature Geo. R. Blanchard, vice-pres. of the Erie, testified in 1879 with regard to suggested equal rates on flour to New York and Baltimore, "We are not called upon by any mercantile principle or usage to carry that extra distance for nothing, and there are no 272 miles of railroad that can be built for nothing, can be worked for nothing, that should be given to the public for nothing."

The agreement of Apr. 5, 1877, between the lines reaching Baltimore, Philadelphia and New York ended the differential war and established the difference that has since been effective in favor of Baltimore. It provided that the rate to Baltimore should be 3 cents per 100 pounds less than to New York on all freight eastbound from all competitive points beyond the western termini of the trunk lines.

Present rates on all grain are those that went into effect Aug. 26, 1920, under the rate increase of 40 per cent.

To Baltimore the rate on wheat, corn, oats, rye and barley, domestic and export, is 31½c, from Chicago, 33c from Peoria and 36½c from St. Louis.

To New York the rate is 3 cents higher domestic and 1½c higher export.

To Philadelphia the rate is 1 cent higher domestic and ½c higher export.

The distance from Chicago is only 794 miles to Baltimore, against 908 miles to New York. From St. Louis the distance is 934 miles to Baltimore and 1,062 miles to New York.

The city of Baltimore is situated at the head of tidewater on the Patapsco River, 12 miles from Chesapeake Bay. The channel harbor entrance at Fort McHenry is 600 ft. wide and the harbor depth is 35 ft. or more. The largest vessels can dock. One advantage in docking here is that the tidal movement is only 1 to 1½ feet up and down. The area of the harbor is 1,507 acres. Eighteen miles of water front are suitable for docking and

160 wharves in the main harbor have 28 miles of frontage, making a total of 120 miles developed and undeveloped.

Ever since the fast sailing vessels of the early nineteenth century made famous the "Baltimore clippers" the city has been prominent as a seaport. Now regular steamship lines link the city with all leading ports of the world, and it is developing into a wonderful manufacturing center.

Receipts of grain at Baltimore during 1920 included 33,544,501 bus. wheat, 20,933,270 bus. rye, 5,310,433 bus. corn, 3,816,077 bus. oats, 1,251,328 bus. barley, besides 2,089,765 barrels flour. Unfortunately for the Atlantic ports, recent adjustments of railroad rates have resulted in wider differentials to the Gulf ports from the territory where the bulk of the exportable surplus was grown, and have practically cut off such supplies from this market, greatly reducing the volume of business, which would ordinarily be done through this port. As to rye, the president of the Chamber of Commerce, in his annual address said: "There has been a constant demand for this article, and prices have ruled relatively high as compared with wheat thruout a great part of the year. Business thru our port has been very gratifying, and the prospects are favorable for a continuance."

The not making Baltimore its exclusive eastern terminus the Pennsylvania Railroad system with its network of interior lines and great financial strength has been one of the factors building up the trade of Baltimore. To share in the trade of the city the Pennsylvania over forty years ago acquired the Northern Central Railroad as a terminal, and has recently completed at Baltimore one of the most up-to-date grain elevators in America, known as the Northern Central Elevator.

The general arrangement of the new 4,200,000 bu. Canton No. 3 Elevator for the Pennsylvania Railroad at Baltimore was determined and limited by the available property. The location of the Working House was practically fixed by the million bushels of concrete storage which was built by James Stewart & Company, Inc., in 1908. There was no other property available to the east and on the west across the slip is the ore dock, while on the north are 12th Street and the Canton Railway, which at all times must be kept open.

The distance from 12th Street to the end of

the pier is 1,408 ft., which makes the four receiving tracks for the elevator approximately 1,400 ft. long. This practically fixed the location of the four unloaders as there necessarily would need to be as much track space on one side of the unloaders as on the other. In order to keep the slip as wide as possible it was necessary to keep all dimensions to a minimum in front of the old storage tanks.

The Working House was placed to the north of the old storage tanks and the four receiving tracks run by the Working House, so that in order to utilize that portion of the slip in front of the elevator for shipping grain it was necessary to provide traveling gantries, and three of these were provided. These gantries are over the receiving tracks and move up and down the tracks in front of the Working House. The spouts being so fixed that they can receive grain from any of the shipping bins. Each gantry is independent of the others and the three can be concentrated so as to load grain into one hatch.

THE WORKING HOUSE is 211 ft. long, 83 ft. wide and 220 ft. 2 in. high, measured from the lower side of the foundation slab to the top of the roof. The work house is built of reinforced concrete and structural steel throughout. It contains no wood or other inflammable material. The four receiving legs and nine shipping legs are located on the west side of the house. Each of these legs has an elevating capacity of 20,000 bus. of wheat per hour. Each shipping leg is provided with a 3,000 bushel garner and a 2,000 bushel hopper scale, while the receiving legs are each provided with two 3,000 bushel garners and two 2,000 bushel hopper scales.

On the east side of the house are six cleaner legs, each having a capacity of 15,000 bus. per hour. Each leg is provided with a 3,000 bushel garner, and 2,000 bushel hopper scale, making a total of twenty-three garners and twenty-three Standard Hopper Scales.

The scales are of solid lever type scales, having a weighing capacity of 120,000 pounds. Each beam is equipped with a mechanical weight lifting device to expedite the weighing of grain.

Ten No. 15 Invincible Compound Shake Double Receiving Separators on the first floor of the house, are arranged in batteries of two for each cleaning leg. These separators and a No. 12 Invincible C. S. D. R. Separator are of wood construction, steel clad and painted.

The sixth cleaner leg is used in connection with the drier at present and possibly may be used with clippers at a later date. The screenings from these machines drop into screenings bins provided in the basement for each machine. At Baltimore the identity of the screenings must be maintained. The screenings are conveyed from the screenings hoppers underneath each machine by air to the screening bins over the sackers in the Dust House.

In the basement of the Working House are two reversible longitudinal conveyors, one of which serves the cleaning legs and drier house and the other serves the receiving legs, shipping leg and drier house so that grain from any bin in the drier and any bin in the Working House or any of the storage annexes can be elevated on any leg desired, or practically every combination which may be required for mixing purposes can be arranged by means of these belts. This is done so that the longitudinal conveyors in the cupola will be free to handle grain from the receiving legs and drier. The grain from the car unloaders is belted direct to the receiving legs each receiving leg having its own unloader and separate belts so there can be no chance of a mixup.

The shipping conveyors from annex No. 1, which is directly east of the Working House, are run in pairs, there being seven pairs. These shipping belts are elevated up under the first floor slab of the Working House so that grain samples may be taken from the

first floor of the Working house at the belt discharge. By means of a turn head at the discharge of these shipping belts grain from annex No. 1 can be spouted to two legs (either a shipping or receiver, or two shippers) or onto the west longitudinal conveyor in the basement of the Working House.

In the Working House are 131 storage bins ranging in capacity from 2,000 to 6,000 bus. each. The twelve shipping bins in the Working House have an average capacity of 10,000 bushels. The total storage capacity of the Working House is 600,000 bushels.

The first receiving track on the west side of the house has four hand unloading pits for emergency in unloading cars. These pits were provided to take care of any grain out of condition or any bulk headed cars or cars which were in such bad condition that it was deemed unsafe to unload them on the unloader. However, no such cars have been received as yet and over 10,000 cars have been unloaded thus far by the Car Unloaders.

Over this first receiving track are located the two shipping floors. On each floor are three 42 in. shipping conveyors running the entire length of the house. A third floor is provided over the shipping floors for the shipping bin turn head spouts, and a room is provided for the operator who controls the shipping. From this operator's room any of the shipping turn heads can be manipulated and the bin gates controlled so that upon telephone instructions this operator can set the

turn heads to spout the grain on any of the six shipping conveyors or to any of the working house gantries. From this room he can also operate the gate valves and regulate or shut off the gates for any of the shipping bins. An indicator is before him at all times showing the position of every turn head, every tripper in the shipping gallery and every gantry, and he is in telephonic communication with the operator of every gantry and every man stationed in the gallery at a dock spout, so that upon signal he can shut off the grain from any bin almost instantly. This makes a very economical, flexible and rapid handling system.

Each receiving leg is provided with two garners and two hopper scales. This provision was made so that the car unloaders would not be delayed awaiting the disposition of the grain in the Working House. The valve on the receiving leg which controls the discharge of the grain into the two garners is operated from the scale floor by the weighman. This valve is positive in its operation to insure its being securely fastened so that the grain will go into the garner intended. A turn head under each scale hopper is operated from the scale floor by the weighman and a dial in front of the scale shows the exact position of the turn head at all times. By means of these turn heads grain in the hoppers can be spouted from any or all the scales to either the shipping bins, four universal spouts, or onto either of the two longitudinal transfer conveyors located on the transfer floor. A

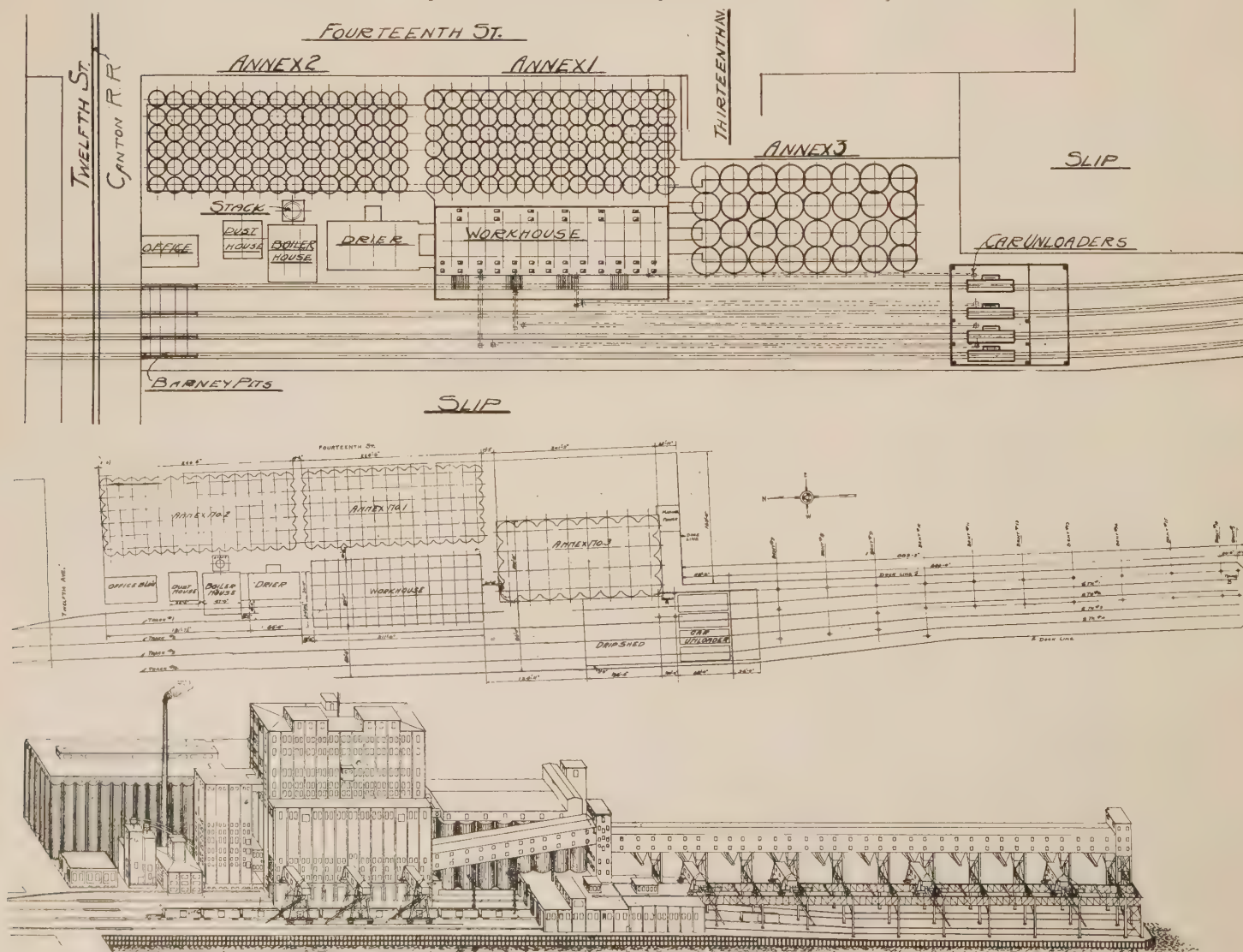


Fig. 2. Ground Plan and Perspective Elevations of Northern Central's 4,200,000 bu. Concrete Elevator and Annex at Baltimore, Md.

special conveyor is provided on the transfer floor to serve Storage Annex.

The two longitudinal transfer conveyors formed of 42 in. rubber belts extend out over the drier and have an end discharge onto the storage conveyors in Annex No. 3. These two storage conveyors can discharge grain into any of the 26 universal spouts, each having a 21 ft. radius. Each of these spouts can discharge grain onto five of the storage conveyors serving Storage Annex No. 1, which is directly east of the Working House. All this flexibility is necessary in order to get the grain away from the receiving legs as rapidly as possible and not handicap the unloaders and also to facilitate the transferring and mixing.

Instructions for binning the grain are given from the office of the grain dispatcher, which is located on the scale floor. These instructions are given by telautograph and telephone. A system of signal lamps is provided on the scale floor to show what belt conveyors are in operation and what way the grain is being routed so as to avoid mixing.

THE CAR UNLOADERS are located midway between 12th Street and the end of the pier. Each of the four receiving tracks is equipped with a car unloader. The operation of receiving grain from cars is as follows:

A string of 16 loaded cars is set in on each track so that the last loaded car on each track is just south of 12th Street. Each receiving track is provided with a separate car puller. This car puller is an endless cable system, and a disappearing Barney is provided which engages the last car by means of a standard coupler. The Barney is run out to 12th Street and there descends into a Barney pit which is below the level of the track so that the cars can be run in over it. The mechanism is then started and the Barney comes out of its pit and engages the last car. The cars can then be moved either forward or backward at will, the control for each car puller being located in the operator's cage for the car unloader. All the controls for each unloader are electrically interlocked so that it is impossible to operate them except in their regular cycle. The unloaders are the Stewart-Link-Belt type, built by the Link Belt Company. Minimum capacity, six cars per hour each.

The car unloader shed proper is 103 ft. long and 86 ft. wide. It is built of reinforced concrete. Just to the north of the unloader shed is the drip shed. This shed is 113 ft. long and 82 ft. wide. It is provided so that the

cars will have a chance to drain off water in bad weather before they go onto the unloaders. The unloaders are electrically operated and controlled. An operator's cage is provided to one side and above each unloader and an operator stationed in this cage controls every movement of the unloader and the movements of the car puller. The car puller is started up and pushes the loaded car onto the unloader. The car is then uncoupled from the string and the other cars are pulled back off the unloader.

The end clamps are brought up which engage the couplers on the car to the unloader. The two side clamps are then run up against the open side of the car and engage the car at the floor line near the ends. The door opening machine then pushes in the grain door. The car is tipped sidewise 30° and held in this position but the grain door and the grain door opening mechanism remain stationary while the car is being tilted sidewise. The car is then tipped endwise both ways, and the grain poured out the door. The car is then brought back to normal position and swept out.

When the grain door opener is removed from the car the grain door falls on floor of car and is left there. The end clamps are then removed and the next oncoming car pushes the empty car off the machine. The tracks on the pier side of the unloader are inclined so that the empty car runs off by itself. The operation is then repeated.

The grain as it leaves the car falls into a large double hopper, the upper part of which is mounted on the unloading machine, the lower part of which is stationary. Attached to the stationary part of the hopper is the belt loader, which serves a 42-in. receiving belt. This belt runs through a tunnel below the track level and into the Working House. The cards for each car are sent up from the unloader shed by a pneumatic tube system to the grain dispatcher's office. On the roof of the unloading shed is the shipping office of the elevator.

THE LONG SHIPPING GALLERY is built of structural steel with tile floors and tile roof and corrugated iron siding. Six 42-in. conveyor belts arranged in two levels, three belts on each level. Belts run the full length of the Working House, so that grain from any shipping bin can be loaded onto any shipping belt. Each belt is provided with two trippers so stream of grain may be divided to facilitate the trimming of cargoes.

The six shipping belts are independent of the three gantries in front of the Working House. Six belts run up an incline gallery at the south end of the Working House and along the west face of the old storage tanks to Tower A, which is located at the southwest corner of the old storage tanks marked Annex No. 3 in Ground Plan of Plant. The belts at this point discharge onto shipping belts, of which there are six, which run out to the end of the shipping gallery. The two-story Shipping Gallery is located on the east side of the pier, so that vessels on that side can be loaded directly from the gallery by means of dock spouts located at intervals of 60 ft. along the shipping gallery.

For loading vessels on the west side of the pier four dock gantries are provided similar to the ones in front of the Working House. These gantries travel on tracks elevated above the storage tracks on the dock so that they may be moved to and fro without in any way interfering with the movement of cars. These dock gantries have a travel of over 700 ft. along the dock. Three of the largest ocean vessels now in service can be loaded simultaneously at the elevator, or five of the average vessels now in the grain trade can be loaded simultaneously. This can be done without in any way handicapping the loading of any of the vessels.

A fresh water system is provided along the dock so that vessels may take on fresh water while they are loading grain. An elaborate fire fighting system is provided to safeguard against any fires which may occur on the vessels, on the dock or in and about the elevator.

STORAGE ANNEX NO. 1 is located just east of the Working House. It is 96'6" wide and 224'6" long. Its 84 tanks and 65 interstice bins have a capacity of 1,225,000 bushels. The thirteen 42" storage conveyors above the tanks are arranged so that grain may be spouted into any bin by two belt conveyors. The fourteen 42" shipping conveyors below the tanks are arranged so that any bin may load onto two shipping conveyors.

STORAGE ANNEX NO. 2 has not been completed, but when it is completed will have a capacity of 1,332,000 bushels. It is located just north of Annex No. 1 and the conveyors serving Annex No. 2 will run at right angles to the conveyors in Annex No. 1. There will be five 42" storage conveyors in Annex No. 2. These conveyors will be depressed and run the entire length of Annex No. 1 so that grain

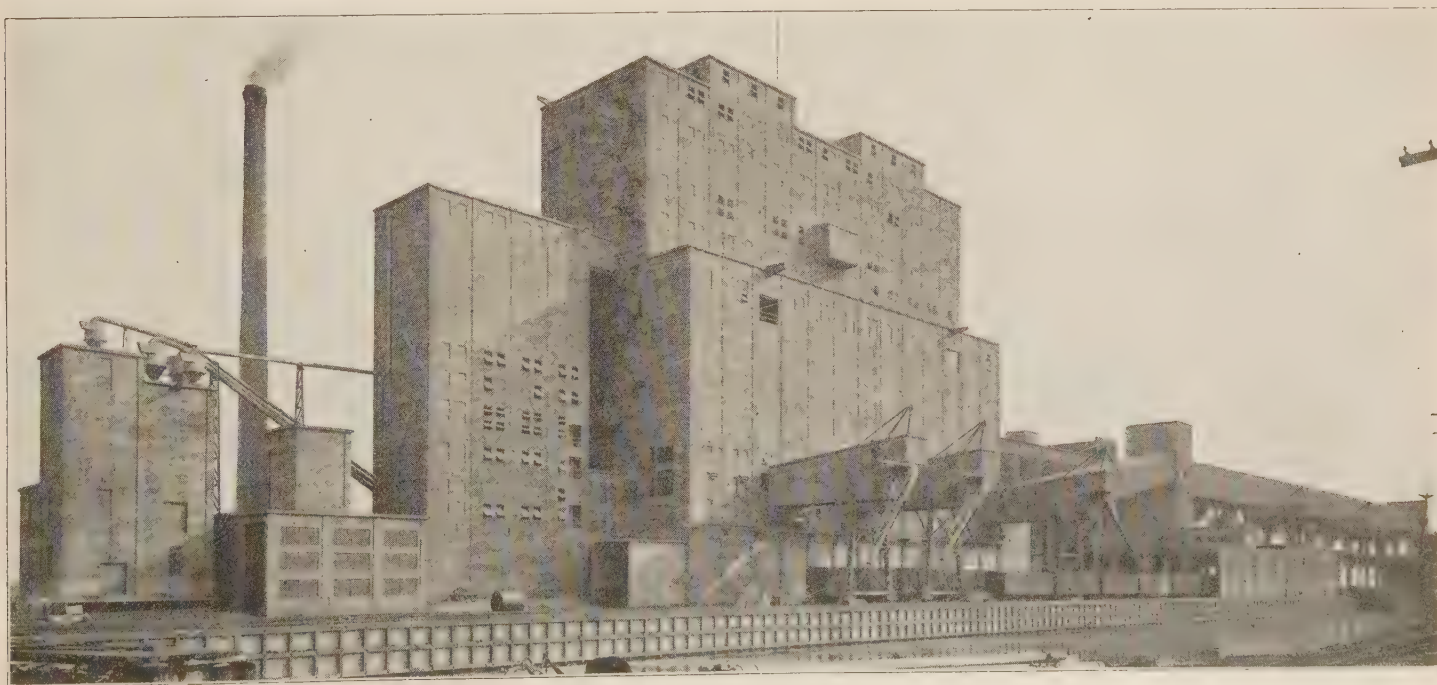


Fig. 3. Dust House, Boiler House, Drier House, Working House with Its Three Gantries, Drip Shed, Car Unloader Shed and Shipping Gallery of Northern Central Elevator at Baltimore.



Fig. 4. Car Haul. Barney Ascending from Pit to Couple onto Setting of Sixteen Cars on Receiving Tracks of Northern Central Elevator at Baltimore.

may be belted to any of the Annex No. 2 storage conveyors from any one of the Annex No. 1 storage conveyors. The five 42" shipping conveyors of Annex No. 2 will extend just over the shipping conveyors in Annex No. 1 and extend the whole length of Annex No. 1. Each belt will be provided with a tripper so that grain from any Annex No. 2 bin can be belted into the working house on any one of the 14 Annex No. 1 shipping conveyors. Both of these storage annexes are reinforced concrete throughout and are provided with ventilators and skylights, so that they are well lighted and well ventilated.

STORAGE ANNEX No. 3, built in 1907, is

of reinforced concrete throughout. The storage capacity is 1,000,000 bus. It has three 36" belt conveyors over the tanks and four 36" shipping belts under the tanks. Bridges were built between the new Working House and the old storage tanks, and the old storage conveyors were extended to the Work House line, so that grain may be belted from either the two Working House transfer belts or the special conveyor in the Working House to these storage belts. Four shipping cross conveyors were provided so that three streams of grain may be shipped from the old storage annex at one time.

THE MARINE TOWER is located at the

southeast corner of Annex No. 3. The tower is constructed of steel and is 29' long by 22' wide. The marine leg has an elevating capacity of 6,000 bushels per hour and is designed to take the grain from the small bay boats which travel up and down the Chesapeake Bay, and bring in local grain. The grain from the marine leg is elevated by a lofting leg and discharged into a 500 bushel garner and from there to a 250 bushel hopper scale provided with a turn head. One of the present tanks in Annex No. 3 is used for storing the grain from the marine tower. Floors were built half way up in this tank for the cleaner and the bin divided into four



Fig. 5. Shipping Gallery, Marine Tower, Annex No. 1 in Foreground, Working House in Background, Drier House, Boiler House and Dust House, Northern Central Elevator, Baltimore.

parts, so that there are four bins above the cleaners and four bins below the cleaners, all having equal capacity. It is the idea to clean this grain and hold it in the bins below the cleaners until a convenient time is found to convey it to the Working House. It is belted over the Working House on one of the shipping conveyors serving Annex No. 3. The screenings are conveyed to the dust house by air.

THE DRIER HOUSE is 64' long, 34' wide and 145'10" high measured from the under side of the foundation. It is located at the north end of the Working House. The Morris drier has a standard drying capacity of 4,000 bushels per hour and is divided into eight separate units of 500 bushels each. Each 500 bushel drier and cooler unit is provided with a 2,900 bushel storage garner above the drier and another one below the cooler, so that each unit may be run continuously without affecting the operation of any other unit and the grain allowed to accumulate in the garner below the cooler until there are several carloads, at which time it is dropped onto either of the two longitudinal transfer belts in the basement of the Working House and can be elevated by any leg in the house.

Two 42" longitudinal transfer conveyors on the transfer floor of the Working House extend out over the drier, and each of the eight receiving garners and driers can be served from either of these transfer conveyors, thus making a very economical and rapid arrangement.

THE BOILER HOUSE is a reinforced concrete structure 47' long, 52' wide, located just north of the Drier House. There are three 200 h. p. B. & W. tubular boilers which furnish steam for the drier and for heating. A separate track located just east of the first receiving track runs past the Dust House, through the boiler house and in front of the drier. Coal cars are run into the Boiler

House and the coal dropped right into coal storage bins directly in front of the boiler. The ashes are elevated by an ash hoist to a bin located just above the track. This bin has a capacity of several cars of ashes, and the ashes are spouted into cars. A 25 H. P. vertical boiler is provided for heating purposes.

THE DUST HOUSE is a reinforced concrete structure 36' square and 85' high. The upper part of this structure is composed of a number of dust bins and screenings bins having a total capacity of several carloads. On the roof are located the Day Dust Collectors which discharge the dust and screenings directly to the bins by means of turn heads. Under the bins are two Invincible All Steel Giant Dust Packers screenings packing machines and bagging spouts so that the dust and screenings may be sacked for shipment. These dust sacking machines are on the second floor level, the sacking floor being used for storing sacks. The first floor level is 4' above the base rail. This floor is also used for storing sacked dust and screenings. All the sacks may be spouted direct from the second floor to the car. The basement of this building is used as a machine shop for the plant.

A space between the Working House and Storage Annex No. 1 is closed in and provided with ventilators and large windows in order to light up the first floor and the basement of the Working House and also for ventilation purposes. All of the Day Dust Collectors for the cleaners and the various dust collecting as well as sweeping systems, and the fans and motors for same are located in this space. The last row of interstice bins in Annex No. 1 are used as settling chambers for the discharge of the cyclones. The air passes up through these settling chambers to the bin floor and from there by large ventilator pipes is conducted to the roof of Annex No. 1. The dust from the settling chambers is carried over to the Dust House by air.

THE DUST COLLECTING SYSTEM. The plant is equipped with four separate dust collecting systems, each operated independently of the others. The cleaner system, the sweeper system comprising the first floor and basement, the screening conveyor system, and the sweeper system comprising the upper floors of Working House and bin floors of annexes.

Each system has its own fan and each fan delivers the accumulated dust to its own dust collector, the four dust collectors being located on roof of dust vault where the dust is finally delivered for sacking purposes.

In the cleaner and two sweeper systems, expansion chambers or grain traps have been installed near the inlet of the fans for the purpose of catching any heavy material that may get into the systems during operation.

The cleaner system consists of ten large Invincible Cleaning Machines, each of which has two fans, and each of which is connected by means of galvanized steel piping to a Day Dust Collector, which are located in pairs between the Working House and annex near five air chambers between intersecting tanks to roof of annex. Each air chamber is capped with a Day Ventilator. The dust from the Day Dust Collectors is collected by a 60" exhaust fan and in turn delivered to the dust vault.

In the marine tower is another Invincible cleaner which is connected by means of galvanized steel piping to its Day Dust Collector, which dust collector is located on the same floor above a dust and screening tank to which delivery is made, and the air outlet of the dust collector is carried through the wall of the elevator to the outside.

The screenings system includes one 60" exhaust fan located on first floor of elevator between Working House and annex No. 1 which is connected by galvanized steel piping to the screening hopper in marine tower, or by means of dampers which have been installed,



Fig. 6. The Long Shipping Gallery and Spouts for Direct Loading on East Side of Pier. One of the Four Traveling Gentries Used for Loading Vessels in Slip on the West Side is Shown at the Left, Northern Central Elevator, Baltimore.

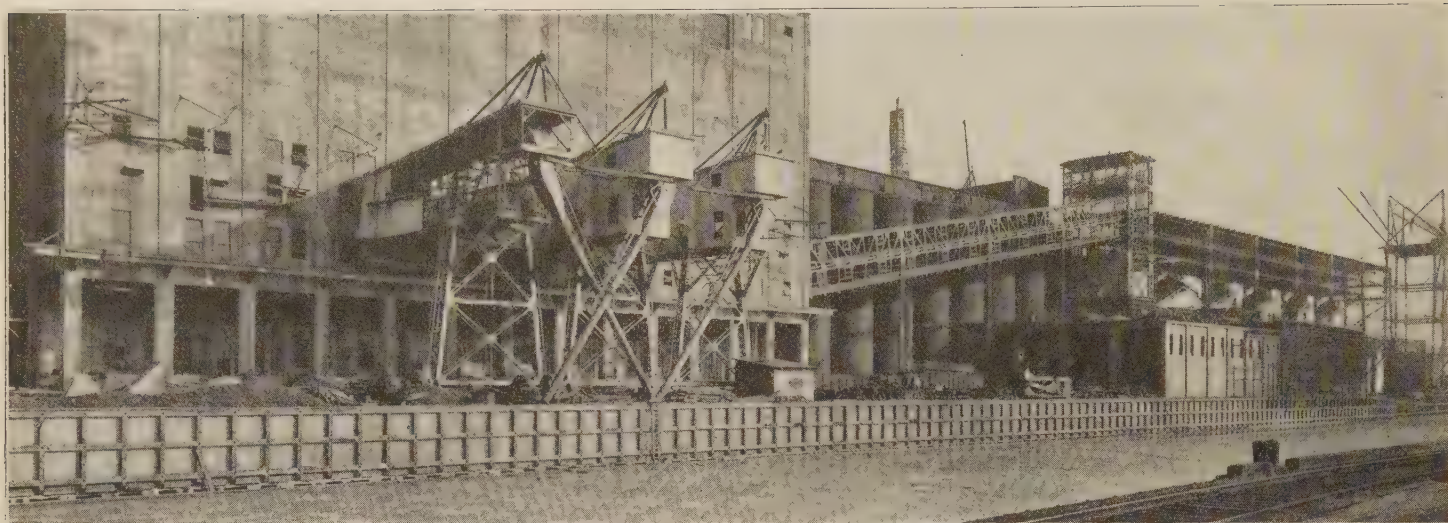


Fig. 7. The Three Traveling Gantries Used for Loading Grain from Shipping Bins of Working House Into Ocean Vessels, Northern Central Elevator, Baltimore.

to the five screening bins in basement below the ten cleaning machines in Working House, the screenings being finally delivered to a Day Dust Collector located over screening bin in Dust House for sacking purposes, the system being so arranged that but one of the six different collecting screenings bins may be operated at a time.

The sweeper system on first floor and basement of Working House and the different annexes includes one 60" exhaust fan, which is located between the other two fans on first floor, an expansion chamber or grain trap being installed in the suction piping of this fan to catch any heavy material or grain that might get into the system

through the different floor sweeps and to prevent same from being carried to the Dust House. The suction piping of this system, by means of crotch dampers, is divided into numerous branch systems leading to belt loading galleries in Working House, to first floor and basement of Working House, to grain drier, to the basements of the different annexes, and to the four unloading belt conveyor galleries.

Each branch system is provided with six or more floor sweeps, six of which sweeps may be operated simultaneously. The farthest sweep in this system is 550 feet distant from the fan. The accumulated dust from the sweeper system is delivered by its fan to a

Day Dust Collector located on Dust House to deliver to packing bin.

The sweeper system for the upper floors of Working House and annexes includes a 60" exhaust fan located on bin floor of Working House, an expansion chamber or grain trap being installed in the suction piping of this fan to catch any heavy material or grain that might get into the system through the different floor sweeps and to prevent same from being carried to the dust house. The suction piping of this system, by means of crotch dampers, is divided into branches leading to all of the upper floors of the Working House, and all bin floors of annexes to ends of conveyor belts where the dust that is



Fig. 8. Drip Shed and Car Unloading Shed in Foreground, Four Traveling Gantries Take Grain from Shipping Gallery Above and Load into Ocean Steamship in West Slip at Northern Central Elevator, Baltimore.

carried along the belt is dropped from the belt and taken care of by the floor sweeps, four or more of which sweeps are provided in each of the branches and four of which may be operated simultaneously. The final delivery from the fan is made to a Day Dust Collector located on dust vault where the dust is sacked. The farthest sweep in this system is located 420 feet distant from fan.

In all, there are 210 floor sweeps located in the different parts of the elevator and annexes. The dust house is located 330 feet from the fans, divided into screenings part with one Day Dust Collector on roof, which delivers screenings only, and the dust part with three Day Dust Collectors located on roof which deliver dust only.

This dust collecting system is the largest system ever installed in any elevator in the world and was designed by The Day Company and installed under its supervision, there being over one hundred thousand pounds of galvanized steel in it.

Precautions Against Dust Explosions.

In view of the number of dust explosions in grain elevators due to legs and belt conveyors being choked automatic electric controls were put on the legs and the belt conveyors, so that if for any reason the current fails the leg all the belt conveyors feeding grain to the leg are automatically stopped, and if any of the conveyors in the top of the house are stopped the leg feeding the conveyor and the belts feeding the leg are automatically stopped, and if one of the receiving belts

stops or the receiving leg stops all the receiving conveyors feeding this leg will stop.

If the dust in a leg became ignited the fire would be quickly carried to the head floor and the chances are that the dust in the leg would explode. In order to prevent this fire being carried throughout the house the head floor of the elevator is separated from the lower floors by fireproof doors. The head floor is absolutely dust tight and all the casings are dust tight, so there is no dust on the head floor either on the floor or in the air.

It is claimed that if enough windows are provided in an elevator in the event of a dust explosion the force of the explosion would be spent through the windows, thus saving the structure from harm. On this account the cupola of the elevator is provided with twice the usual number of windows.

Large monitors are built over the storage annex providing as many windows as possible in order to ventilate the bin floor and reduce the dust to a minimum.

In order to ventilate the first floor and the basement of the elevator thoroughly a space was left between the working house and storage No. 1, and the ends of the space are provided with large louvers, so that at all times there is a current of air across the first floor and out of the basement up this shaft through these louvers, so that the first floor of the elevator is almost free from dust.

All the mixing from the various working house bins and all the feeds to the cleaners are provided with choke feeds, so that there

is no free fall of grain on the first floor of the house. This was done principally to avoid freeing the dust, but at the same time it improves the handling of the grain and reduces the number of men needed on the first floor.

In order to ventilate thoroughly large ventilating pipes are carried from the garsers and scale hoppers up through the roof of the working house and provided with ventilating hoods above the roof.

At certain times it is necessary to stop instantly any of the streams of grain going out on the shipping gallery or to any of the shipping gantries. For this purpose every 30 ft. along both sides and both floors of the shipping gallery and on all the gantries are push buttons. When one of these buttons is pressed it instantly stops the belt conveyor which is causing the trouble. This is worked by Cutler-Hammer solenoids.

Special attention was given the safety features and approved machinery guards provided. The passenger elevator is automatic and the gates to the elevator shaft cannot be opened until the car is stopped at a floor, and upon entering the car and closing the gates the passenger pushes a button designating the floor he wants the car to stop at. The elevator shaft is tightly enclosed in fire proof walls and is provided with fireproof doors, so that in the event of fire or explosion it would not help to spread the fire.

Two Humphrey elevators are provided in the working house cupola, one located near

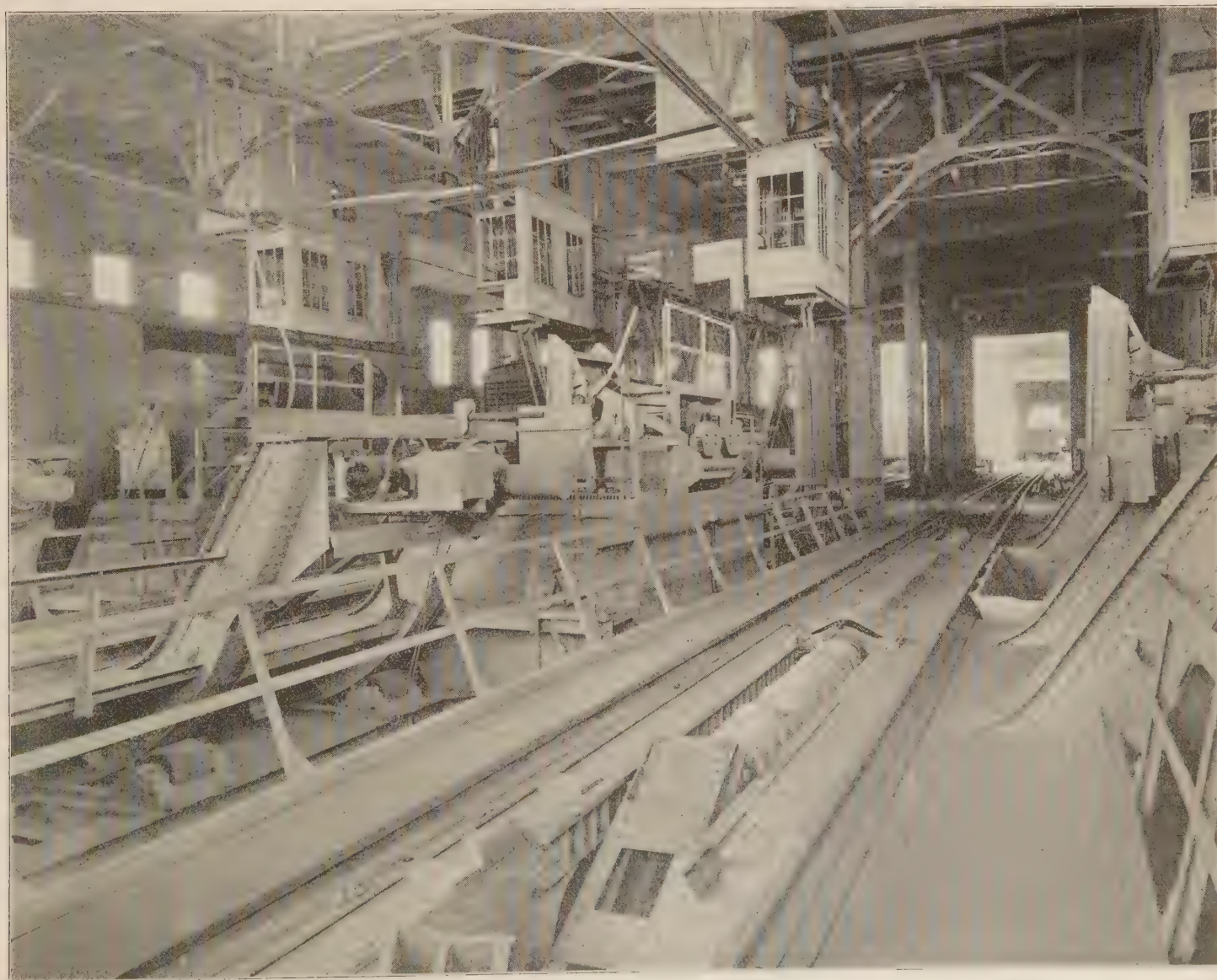


Fig. 9. Four Car Unloaders for Dumping Grain from Box Cars at Northern Central Elevator, Baltimore. Each Unloader is Operated from Cage Above Tracks.



Fig. 10. Conveyor Belts in Top Section of Shipping Gallery Northern Central Elevator, Baltimore.

either end. These Humphrey elevators extend from the bin floor to the scale floor for the convenience of the men in the cupola. A spiral stairs leads from first floor to bin floor.

For communication between the various parts of the plant a private automatic telephone system is installed, and at places where the operators are constantly moving about each man is provided with a portable instrument which hangs from his shoulders by a strap, and at convenient places about the plant

Claxton horns are provided for calling these men to the 'phone, so it is merely necessary for them to plug in their portable telephone at convenient receptacles provided about the plant. At fixed stations throughout the plant where the operators are liable to be wall telephones are provided.

One hundred and fifty-eight of the motors are Westinghouse a. c. 3 phase, 25 cycle, 550 volts, squirrel cage type, 4 are of 250 h.p.; 13—150 h.p.; 6—100 h.p.; 8—75 h.p.; 12—60 h.p.; 3—50 h.p.; 6—40 h.p.; 20—30 h.p.;

34—25 h.p.; 4—24 h.p.; 20—20 h.p.; 8—15 h.p.; 1—10 h.p., and 21—5 h.p.

Seventy-nine Morse Silent Chain Drives are used in the plant principally for driving belt conveyors. By their use 2525 horse power is transmitted from motors to conveyor head shafts, shovel drums and drier fans with a single reduction and the counter shafts usually employed with rope and belt drives, are eliminated. All were supplied by the Morse Chain Co.

Nearly nine miles of rubber belting for



Fig. 11. Motor Driven Conveyor Belts Above Storage Bins of Annex No. 1 Northern Central Elevator, Baltimore.

legs and conveyors were supplied by the B. F. Goodrich Rubber Co. The elevator leg belts are 32 and 38 inches wide, while the conveyor belts are 36, 42 and 48 inches wide. For the purpose of reducing the power needed to propel the 18200 feet of conveyor belts, reduce the expense for oil and labor needed to lubricate the thousands of bearings and to prolong the life of the 69 belt conveyors, all bearings of carrier rollers, shafts and conveyors were equipped with improved roller bearings. Even the return idlers are so equipped, hence dragging valuable belts over sticking pulleys will not be practiced at the Northern Central.

The nineteen Gemlo Backstops and the Morris Grain Driers were supplied by the Strong-Scott Mfg. Co. and the grain cleaners by the Invincible Grain Cleaner Co.

The Universal Distributing spouts and the barneys were supplied by the Webster Mfg. Co. The trippers and dock spouts were supplied by the Weller Mfg. Co.

Three all metal Humphrey Service Elevators, each equipped with the Humphrey Patented Automatic Stop Device and the Humphrey Electric Silent Chain Drive for reducing speed were installed to save the time and strength of employees.

The system of automatic hot journal alarms consists of Western Fire Appliance thermostats which ring an alarm when bearings become heated.

REST ROOMS, LOCKER ROOMS and toilets and shower baths are provided on the scale floor, bin floor and on the first floor of

the elevator for the convenience of employees. These rooms are all steam heated and hot water is provided.

Between the Boiler House and the Drier House are two 500 gallon per minute motor-driven Allis-Chalmers fire pumps. Fire hydrants are located along the dock and in the unloader shed and drip shed and on each floor of the Working House and Drier. A Gamewell Fire Alarm system is provided, so that when the alarm is turned in from any of the stations the fire pumps are automatically started.

The elevator was designed and constructed by Jas. Stewart & Co. under the direction of W. R. Sinks, mgr., and T. D. Budd, engineer. Mr. J. S. Johnson, who has superintended the construction of many elevators for the company served, as general superintendent in charge of construction.

J. W. Craig, Resident Engineer of the Pennsylvania Railroad Co., represented the owner.

The plant is being operated by the Railroad company under the direction of Charles Reiners. Michael J. Gehring is supt.

Determination of the Length of Seed Life.

During the 16 years from 1903 to 1919 the Seed Laboratory of Ottawa, Ont., Canada, conducted an exhaustive series of tests to determine the length of life of the various seeds. In all experiments the samples of

wheat and oats used were from the 1900-1902 crops while the samples of clover and timothy were from the crops grown in 1902 and 1903.

Wheat after being kept 11 years still germinated 85%. Depreciation was divided into three distinct periods. During the first 11 years the weak grains, which amounted to about 15% of the total, gradually died. In the next three years the grains of average vitality lost their life very rapidly. The remaining living kernels slowly lost their life during the next three years.

Owing probably to the protection afforded by the thick hulls, the life of oats was longer than that of wheat. After a period of storage ranging from 4 to 5 years the germination was shown to have increased. At the end of 16 years when the oats were 19 years' old 41% were shown to still have life.

Alsike and clover seeds were shown to have a larger percentage of long life seeds than did wheat at the end of 15 years. The clover seeds seemed to lose their life quicker on the whole than did wheat, for at the end of 11 years only 40% of the clover seeds had life whereas at that time 85% of the wheat had life.

Timothy seed began to depreciate at once. The strongest kernels were but very short lived. By the seventh year the germination was 84%, after which the germination began to fall off rapidly. By the twelfth year only 11½% of the seeds had life. When the seeds were 17 years old all were dead.

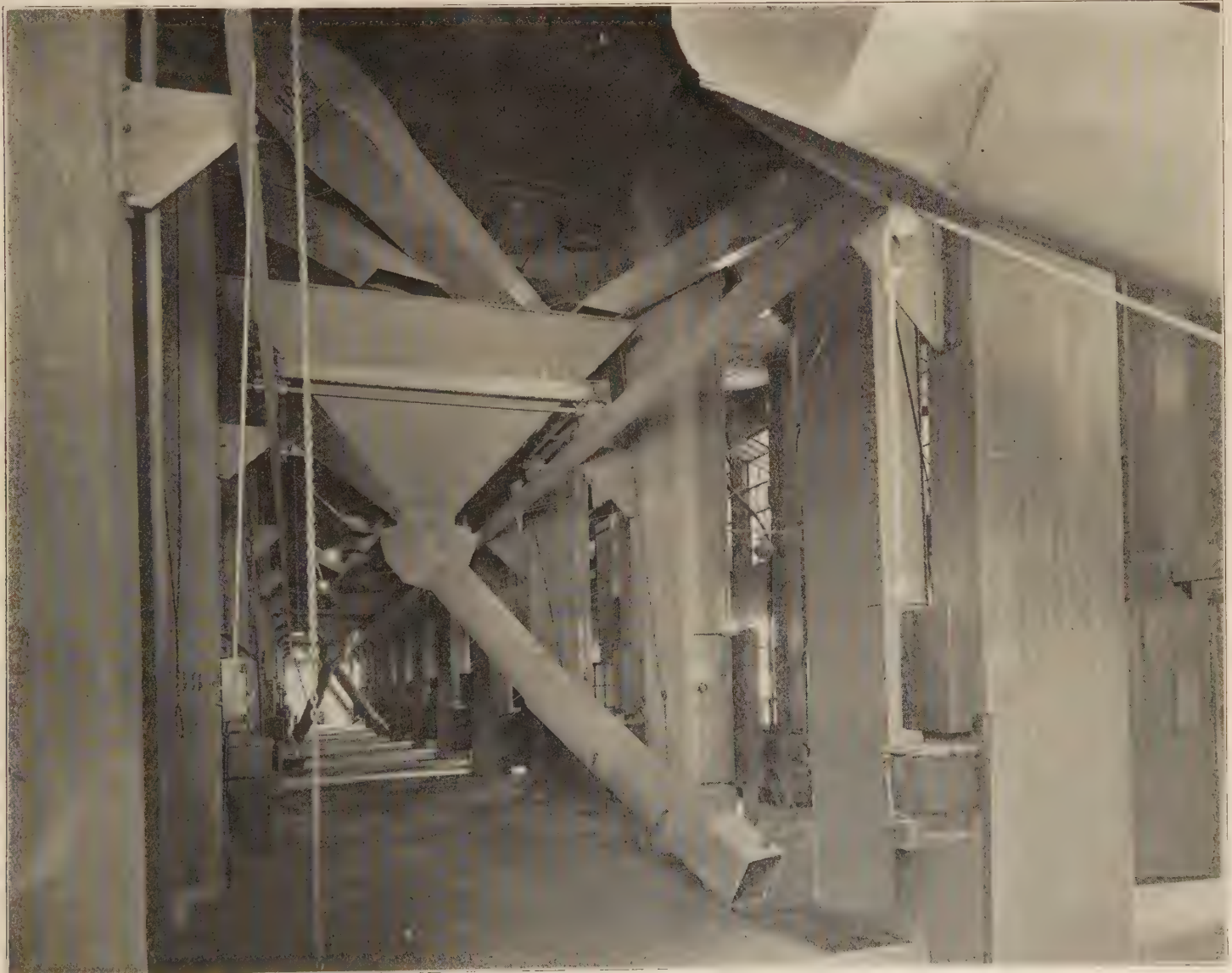


Fig. 12. One of the Seven Portable Transfer and Mixing Hoppers on First Floor of Working House Northern Central Elevator, Baltimore.

How to Get Grain Door Lumber Claims Paid.

BY OWEN L. COON.

If you are compelled to buy grain door lumber to cooper grain cars when the supply of grain doors at your station is exhausted, you can recover back the money if you go at it just right. Do it just like this!

(1) Order a new supply of your local railroad agent well in advance of the old supply being exhausted.

(2) If the new supply does not arrive before the old supply is exhausted, then ask your local railroad agent in WRITING to buy such lumber for you from the local lumber yard. Ask him in writing to keep a copy of the request. You may need it later!

(3) In nine cases out of ten the local agent will *not* go and buy the lumber for you, but it is necessary that you ask him to do it first anyway. After he refuses or neglects to do it, then you go and buy the lumber you need from the local lumber yard yourself.

(4) Keep an accurate account of the number of feet used on each car in cooping it and the approximate cost of such lumber for each car.

(5) If the railroad agent will allow you to do it, write on the B/L before you tender it to him for his signature, the following: "Shipper furnished ——— feet of lumber for the cooping of this car."

(6) After you have received your new supply of grain doors, then make up the invoice against the railroad, showing the amount of lumber you supplied on each car and the amount it cost you. Attach to this claim against the railroad, the invoice from your local lumber yard showing the amount you paid, and the written request to the railroad

agent to buy the lumber for you before you yourself did it. Then send this claim to your division superintendent—not to the freight claim department. Your division superintendent should then handle it as an operating expense. If you do as I have mentioned it above and if you keep after him hard enough and often enough—you will get your money back. If you can't do it we can.

In some cases the railroad will send the money to the lumber firm from whom you purchased the lumber and it will be necessary that you have them refund back to you the money which you formerly paid them for the lumber. This is often done by the railroads to comply with certain rules and regulations of the Interstate Commerce Commission. It however is merely a matter of form as you should be able to get the money back from your local lumber firm or have them turn the railroad voucher over to you.

In the past, a great deal of difficulty has been experienced with the Rock Island Railroad on the above matter. It has now been straightened out satisfactorily and they will voucher such items like the other roads are doing, when handled in the above manner.

Alfalfa as Fish Bait.

Alfalfa is even enjoyed by fish according to a clipping mailed by B. H. Carter, mgr. of the Orange Grain Co., Orange, Tex., reading:

"Alfalfa first won distinction as an adornment for the landscape and then as a food for livestock but E. D. Carpenter, a fisherman of Orange, Tex., is using alfalfa as a fish bait. Mr. Carpenter catches Buffalo fish in traps baited with alfalfa and in the last few weeks has shipped over a ton of fish to eastern dealers."

North Dakota Farmer-Dealers Meet.

The tenth annual convention of the North Dakota Farmers Grain Dealers Ass'n was held at Jamestown, N. D., from Mar. 1 to 3. A splendid crowd was on hand as the visitors were charged only one and one half fares for their round trip to the convention by the carriers.

G. M. Springer, traffic manager of the Midland Continental R. R. gave a very interesting talk on "Freight Rates and Claims." Lively discussions were conducted on grain freight rates; the advisability of establishing a mutual fire insurance company and the collection of claims from the carriers.

Officers selected for the coming year follow: Pres., A. A. Lane, Sherwood; vice pres., George Knauss, Hannaford; treas., L. A. Wamken, Grand Forks, and sec'y, P. A. Lee, Grand Forks.

During the convention the visitors were the guests of the commission men in attendance at a banquet held in the Gladstone Hotel.

Before adjourning resolutions were adopted which favored the building of the St. Lawrence Waterway; asked that a man from the Northwest be given a place on the Interstate Commerce Commission; approved changes in the Transportation Act and in their most important resolution asked:

Do Not Change Present Marketing Machinery.

Realizing the seriousness of the financial crisis thru which this country and the world at large is passing in adjusting business from war conditions, we look with displeasure on any legislation by Congress or state legislatures that will seriously change and interfere with present marketing machinery, and we fear that if pending legislation in Minnesota is passed it will be disastrous to the grain growing interests in the Northwest, and we earnestly appeal to the legislators in our sister state to leave our present marketing machinery alone until a better system is devised and adopted by farmers' organizations.



Fig. 13. Each of the 26 Universal Spouts have a Radius of 21 Feet in the Northern Central Elevator at Baltimore. These Spouts are Equipped with Renewable Bottoms and Anti-Friction Rollers and Bearings in all Connections.

To Approve Farmers Marketing Plan April 6.

Delegates from the different states enrolled in the American Farm Bureau Federation will meet Apr. 6 at the Hotel La Salle, Chicago, Ill., to consider and ratify the plan for marketing grain being worked out by the Marketing Com'te of Seventeen.

Mar. 2 the plan was explained to editors of 50 agricultural journals and to governors of two states at a meeting in Chicago.

March 5 the Bureau's publicity men from the different states met at Chicago with Chairman Gustafson to map out their work.

Meetings at which farmers and their representatives will be present to hear the details of the plan will be held from Mar. 14 to Mar. 24 at Jefferson City, Mo.; Springfield, Ill.; Topeka, Kan.; Indianapolis; Columbus, O.; Oklahoma City; Lansing; Fort Worth; Denver; Madison, Wis.; Lincoln, Neb.; St. Paul; Lewiston; Des Moines; Fargo; Sioux Falls and Spokane.

The National Sales Agency is being organized on a non-stock, non-profit basis.

Contract forms and by-laws are now being drawn up by a sub-committee of six, composed of C. H. Gustafson, Omaha, Neb., chairman; pres. of the Nebraska Farmers' Union; C. V. Gregory, Chicago, sec'y of the American Agricultural Editors' Ass'n; Wm. J. Eckhardt, Chicago, head of the grain marketing department of the Illinois Agricultural Ass'n; A. L. Middleton, Eagle Grove, Ia., of the Farmers' National Grain Dealers' Ass'n; C. H. Hyde, Alva, Okla., of the Oklahoma Farmers' Union, and Clifford Thorne, general counsel of the Farm Bureau, and also representing the Farmers' National Grain Dealers' Ass'n.

The plan in brief as stated by Pres. J. R. Howard, is "Any man who grows grain or who receives grain as rent may become a member of the national sales agency. The

agency will control its own terminal facilities, warehouse corporation, export corporation, finance corporation and service departments. It is to be organized on a non-stock, non-profit basis and will charge the farmer only the minimum charge for handling his grain. The grower will contract with his local co-operative elevator to sell his grain through the national sales agency."

JAPAN's wheat crop for 1920 amounted to approximately 29,454,250 bus., or about 2,350,000 bus. less than the 1919 crop according to a Japanese press report.

Ohio Farmers Dealers Meet.

The Farmers Grain Dealers Ass'n held its annual convention at Cleveland, O., on Feb. 23 and 24.

During the course of the meeting managers of Ohio co-operative elevators formed the Ohio Co-operative Managers Club which has for its purpose the studying of grain trade problems and the marketing of grain. L. J. Ducat, Sugar Ridge, is to be pres. of the club, C. S. Garster, Liberty Center, vice-pres. and D. J. Lloyd, Waterville, sec'y treas.

The Co-operative Union Elevator Co. which is to operate a terminal elevator at Cleveland was pledged the support most of the managers and delegates present.

Resolutions adopted asked for lower freight rates, a protective tariff on agricultural products and urged farmers to study the methods of co-operative marketing.

Officers selected for the coming year follow: Pres., R. E. Croninger, Grand Rapids (re-elected); vice-pres., D. J. Lloyd, Waterville, and 2nd vice pres., C. F. Smith, Fostoria. C. S. Latschaw, Defiance, will continue as sec'y-treas.

Directors selected for the next year follow: F. L. Dunham, Lebanon, O.; J. C. Cole, Tiffin, O., and Roy G. Arndt, Shinrock, O.

Assessing Grain Handled in Kansas.

The State Tax Commission of Kansas has issued instructions to all county assessors for the proper method of taxing grain handled by owners and operators of elevators, who are classified by the Commission the same as merchants.

To arrive at the exact average amount of grain handled during the year the Commission instructs that there should be computed to the end of the month, the days of each particular purchase, and then to deduct the aggregate, from the total number of days of sale, computed likewise from each date of sale to the end of the month; the difference divided by the number of days in the month will give the average for the month, which should be divided by the number of months thru which the business is conducted.

Following is an example:

Purchases.			
Mar. 1	.....	2000x30—	60,000
Mar. 10	.....	2000x20—	40,000
Mar. 20	.....	1000x10—	10,000
Mar. 25	.....	1000x 5—	5,000
			115,000

Sales.			
Mar. 20	.....	4000x10—	40,000
			30) 75,000

Average for the month of March 2.500

Purchases.			
April 1	.....	2000x30—	60,000
April 5	.....	2000x25—	50,000
April 14	.....	2000x16—	32,000
April 20	.....	2000x10—	20,000
			162,000

Sales.			
April 20	.....	8,000x10—	80,000
			30) 82,000

Average for the month of April 2.733

Evidently the Tax Commission does not care for such refinements as calculating February as 28 days or deducting Sundays and holidays. Apparently the terms "purchases" and "sales" mean receipts and shipments.

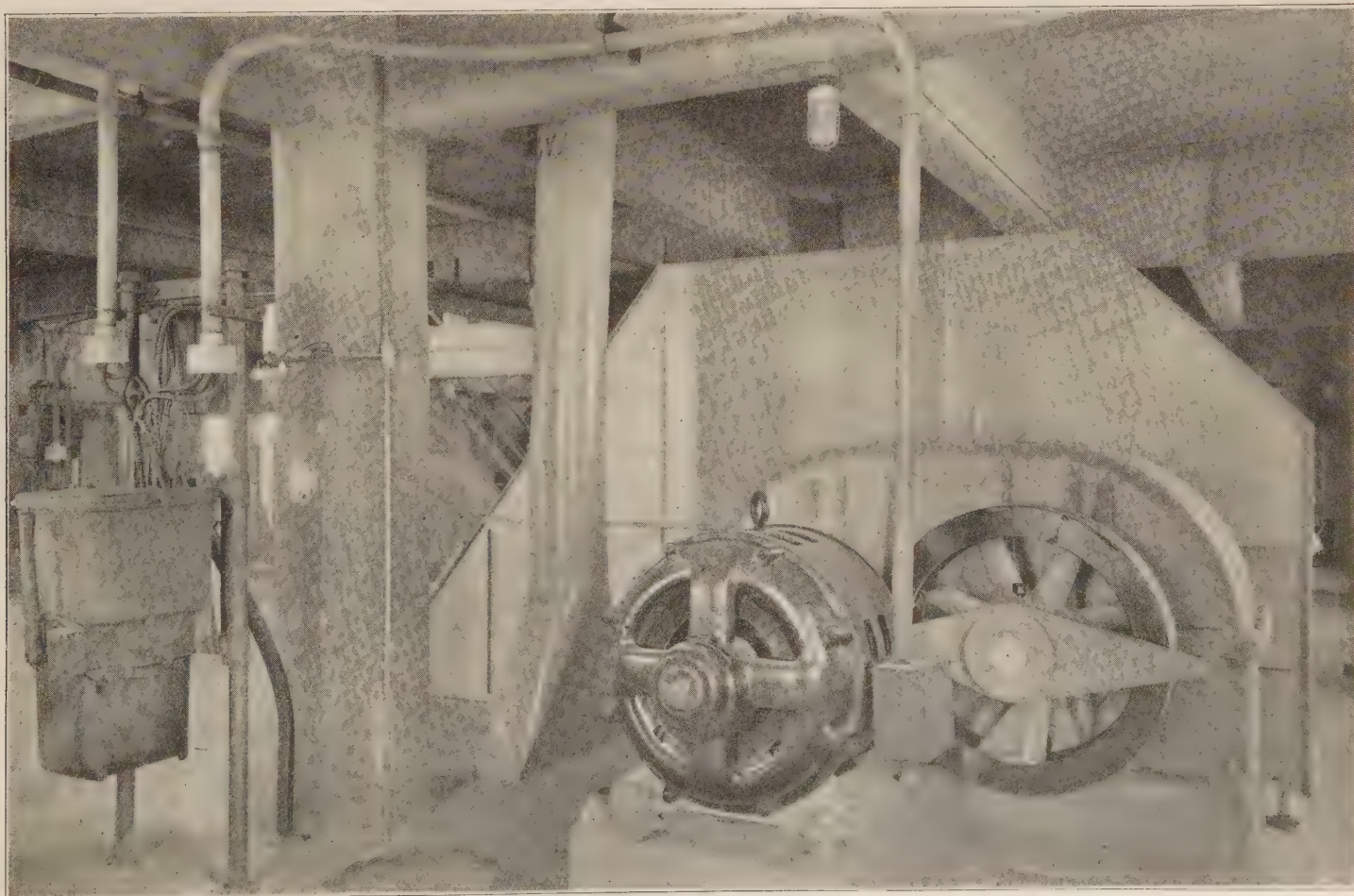


Fig. 14. One of the Nineteen Stewart-Falk Direct Connected Herringbone Helical Cut Gear Head Drive with Backstop in Head Floor of Working House Northern Central Elevator, Baltimore.



Fig. 17. Thirteen Silent Chain Drives Transmitting Power from Motors to Conveyors Above Storage Bins of Annex No. 1 Northern Central Elevator, Baltimore.

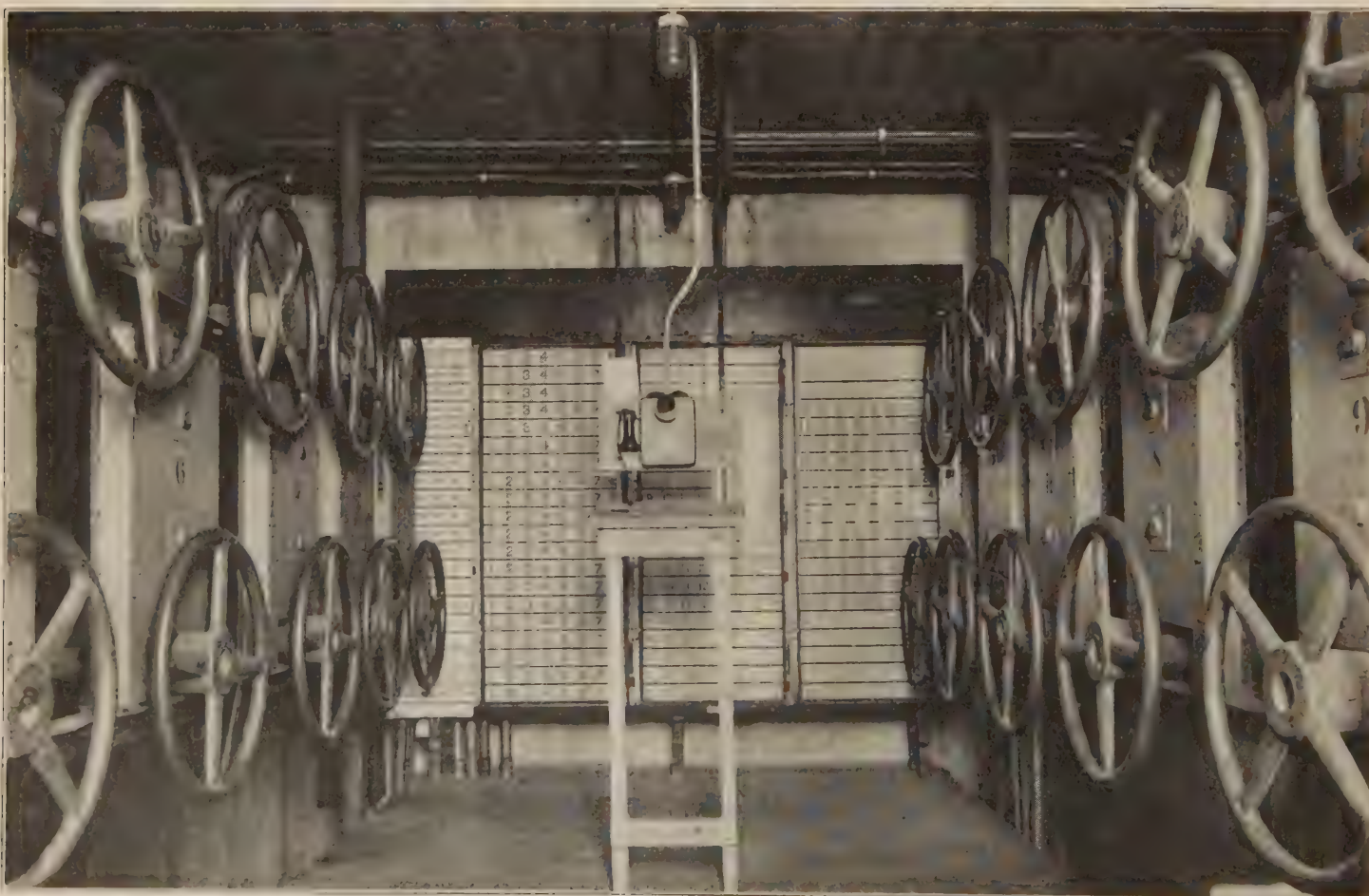


Fig. 18. An Operator in This Room Directs All Shipping Facilities of the Northern Central Elevator at Baltimore. The Indicator Shows the Position of Every Turnhead, Every Tripper in Shipping Gallery and Every Gantry. He is in Telephonic Communication with Every Gantry Operator and Every Dock Spout Tender.

Recent Developments in Concrete Work.

BY H. C. BOYDEN.

Laboratory studies have brought out two important facts regarding sands. One of these is the great importance of being sure that the material is clean, not only in appearance but in fact. Very often sand which appears to the eye to be clean, contains enough humus or vegetable matter to reduce the strength very considerably.

How can these organic impurities be detected if they cannot be seen by ordinary inspection?

All that is needed is a 12 oz. prescription bottle and a little 3 per cent solution of caustic soda or sodium hydroxide, both obtainable at any drug store. Put in about 4½ ounces of the sand to be tested, fill up to the 7 ounce mark, after shaking, with the solution of caustic soda, let it stand for 24 hours and observe the liquid on top. If this liquid is clear or light straw colored use the sand; if it runs into the brown color and especially dark brown, reject the sand or wash it thoroly before using.

Fine sand behaves exactly the same as coarse sand except in one particular. In order to produce a plastic, workable mixture with fine sand it is necessary to use more water than with a coarse sand. It is the excess of water that reduces the strength of the concrete. In other words, if concrete could be mixed with the same quantity of water regardless of the grading of the sand, and a plastic mix obtained in both cases, the same strength would be secured in the concrete.

It was found that the temperature of the mixing water had very little to do with the strength of the concrete. The use of hot water is, however, a valuable aid in removing frost from the aggregate in cold weather, owing to its high specific heat, and may be used without danger of harming the concrete. Hot water tends to hasten the hardening of concrete.

The reason that a rich mixture gives a higher strength than a leaner one is not that more cement is used, but because the concrete can be mixed with a water-ratio which is relatively lower for the rich mixture than for the lean one. If advantage is not taken of this possibility of reducing the water-ratio the additional cement in the richer mixture is wasted.

In general terms it can be stated that the lowest water-ratio should be used that will give a workable mix.

A few approximate quantities for different proportions of well graded aggregates up to 1½ in. in size, may be given to form a basis for trial of the particular mixture at hand. A 1:2:4 mixture will require from 6 to 6½ gallons of water per sack of cement, a 1:2:3 mix, 5¾ to 6 gallons, and a 1:1½:3 mix, 5½ to 6 gallons.

The very wet, sloppy mixtures that are being used in building construction may seem economical from the contractors' point of view but they are certainly extremely wasteful from the designers' and owners' point of view, since in many instances 50 to 60 per cent of the possible strength of the concrete is being thrown away.

In order to have a simple method for determining the proper consistency in the field, the slump test has been devised.

A frustrum of a cone 4 in. in diameter at the top and 8 in. at the bottom, and 12 in. high has been adopted as a standard. This cone is filled with the concrete to be tested, which is carefully worked with a pointed metal rod while it is being placed, the form is immediately lifted off, and the settlement or slump measured. The proper slump for a mixture to be used for a concrete road surface is ½ to 1 in.; for mass work, from 1 to 1½ in. and for concrete to be used in structures with reinforcing bars, 2 to 2½ in. In some classes of reinforced concrete work it may be deemed advisable to sacrifice a

portion of the compressive strength of the concrete in order to obtain increased plasticity, in which case a slump of from 4 to 6 inches may be used, but in no case should it exceed 6 inches.

National Railway Labor Agreement.

The bone of contention between the railroad managements and the labor unions is the retention of the arbitrary rules of the war period whereby local conditions do not affect the pay of the workers.

Examples of how the national agreement wastes the funds of the railroads and the public paying the bill are the following:

The employes claimed that under the terms of the National Agreement, men using acetylene torches to cut up material at the scrap dock were entitled to the same wages as carmen engaged in dismantling wrecked cars and locomotives.

Material on which the men worked had already been dismantled. It was scrap when received at the dock. Their duties consisted in cutting apart the different materials for the

purpose of sorting scrap, an operation entirely different from dismantling cars or locomotives. The mere fact that some of the scrap came originally from cars did not carry the carmen's rate for those cutting it up.

As the result of one retroactive decision concerning the status of three men who operate acetylene torches in cutting up scrap, the Chicago, Burlington and Quincy Railroad was compelled to pay the sum of \$6421.44 in additional compensation and back pay.

The basic rates of pay for unskilled railroad labor (as fixed by agreements made under government control of the railroads) are 39 to 48½ cents an hour—\$3.12 to \$3.88 per eight-hour day. The Railroad Labor Board now in session in Chicago, has declined to suspend these rates and permit the roads, as they requested, to pay the prevailing rate of wages.

TAX ON WHEAT exported from Argentina has been lowered and now amounts to approximately 9¼ cents per bushel. It is changed monthly.



Fig. 16. Marine Leg for Unloading Grain from Boats, Northern Central Elevator, Baltimore.

Feedstuffs

MUNNSVILLE, N. Y.—The Empire State Alfalfa Mills was recently damaged \$5,000 by fire.

DES MOINES, IA.—The Iowa Corn Products Co. is now located in the Hubbell Building of this city.

FENNIMORE, WIS.—The Parker & Mitchell feed warehouse at this point was recently damaged \$20,000 by fire.

DAYTON, O.—The Durst, Kenny Co., formed recently to do a brokerage business in feeds, has already been dissolved.

A BILL introduced into the Oregon legislature defines, and provides for the tagging of, all feed sold within the state.

BUFFALO, N. Y.—M. C. Burns, who until recently was vice-pres. of the Chippewa Feed & Grain Co., has succeeded H. A. Smith as pres.

INSPECTION of cars of alfalfa meal will not be permitted on the M. P. unless specified in the B/L according to Chief Inspector Gardner at Memphis.

PHILADELPHIA, PA.—Charles Schaal, long in the feed business at this market, passed away at the age of 63. He is survived by a wife and four children.

FORT PAYNE, ALA.—J. J. Tolbert of this city is to be local manager of the branch of the Winer Feed Co. which is to be established in the Payne Warehouse.

NEW CASTLE, IND.—We are now installing new grinders and cleaners and will manufacture prepared chicken feed.—New Castle Elevator Co. by E. A. Morris.

CHATTANOOGA, TENN.—The Winer Feed Co. contemplates the establishment of a branch at Fort Payne, Ala., to take care of the company's Alabama business.

BECKLEY, W. VA.—The Kay Steffner Feed Co. has been incorporated with a capital stock of \$20,000 by William Kay, M. B. Hoffman, J. R. Steel, C. R. Steffner and others.

EARNINGS of the Corn Products Refining Co. for the year 1920 were \$12,469,626 or 21.53% on the capital stock compared with earnings in 1919 of \$13,717,486 or 23.36%.

H. A. SMITH, formerly pres. of the Chippewa Feed & Grain Co. at Buffalo, N. Y., has sold out his interest in the concern and is to conduct a feed business on his own account.

VALDOSTA, GA.—Having completed the installation of new machinery and other improvements the Valdosta Mill & Elevator Co. is now manufacturing a complete line of poultry, stock and hog feeds. The plant covers over two acres.

BARCLAY C. MERING, chief engineer of the Indianapolis, Ind., plant of the American Hominy Co., passed away in California where he went to renew his health. Mr. Mering had a wide acquaintance, having been connected in the engineering departments of many feed and flour mills in the central states.

Feedstuffs Movement in February.

Receipts and shipments of feedstuffs at the various markets during February, compared with February, 1920, were as follows:

	Receipts		Shipments	
	1921	1920	1921	1920
Chicago, lbs.	25,153,000	61,784,000	55,954,000	104,668,000
Cincinnati, tons	1,560	2,700		
Milwaukee, tons	1,260	12,556	15,324	4,800
Kansas City, tons	48,924	76,768	37,544	59,408
St. Louis, sacks	66,120	110,890	130,150	153,110
San Francisco, tons	4,220	6,193		

Sioux City, Ia.—Trustee for the Alfalfa Products Co. P. U. Bernard is to ask permission of the creditors to abandon or confiscate a considerable quantity of worthless hay remaining on the property.

ALL NEBRASKA GRAIN products sold in sacks with the exception of flour will have to be sold in amounts of 100 lbs. or even parts thereof if bill H. R. 441 introduced into the Nebraska legislature becomes a law.

ARLINGTON, WASH.—The site for the proposed feed mill of J. Hodges & Son has been surveyed by the Great Northern and it is proposed to use part of the ground now occupied by the grain elevator belonging to the Clear Lake Lumber Co. for side track purposes.

FEED INVESTIGATIONS during the past year in the state of Massachusetts is the subject of a lengthy report issued by the Massachusetts Agricultural Experiment Station which among other things says, "Horse and stock feeds cannot be recommended except when they are sold at such a price as to form an economical substitute for cereal grains."

DOWNY, CAL.—We have purchased the mill and warehouse of the Newmark Grain Co. We have a fully equipped corn mill and are going to install mixing machinery for a poultry supply mill. We are located on the Southern Pacific with a spur at our doors and have a storage warehouse capacity of 500 tons.—Price & Henry, prop., Downey Grain Co.

CHATTANOOGA, TENN.—The Monarch Mills which passed into the hands of a receiver recently have been purchased by R. M. Stegall. Dairy feeds will be manufactured as heretofore but the mills will operate as the Look-out Milling Co. Mr. Stegall was formerly with the Monarch Mills.

MEMPHIS, TENN.—F. W. Brode & Co., in the mixed feed business at this market, has filed a voluntary petition in bankruptcy. Assets are placed at \$150,000 and the liabilities are placed at \$400,000. E. A. Rome, treas. of the concern, is to continue the business as its receiver. J. L. Brode has made the following announcement about the company's affairs: Cake and meal were sold by us early in the season at the high prices which prevailed at that time, and sales were not canceled until after drastic decline had taken place. In the meantime, we had been accepting from our customers long-time notes and trade acceptances for sums that were due us, as they admitted their inability to take delivery on their contracts. We, of course, were forced to take such notes or put these concerns out of business; and we felt that this was a poor time to swing the big stick; so we were working along with them on the most feasible plan. We were forced to take steps of voluntary bankruptcy in order to keep our concern alive by working through a receiver. We have authority from the Federal Court to continue to trade, and all existing contracts are gradually being liquidated or shipped.

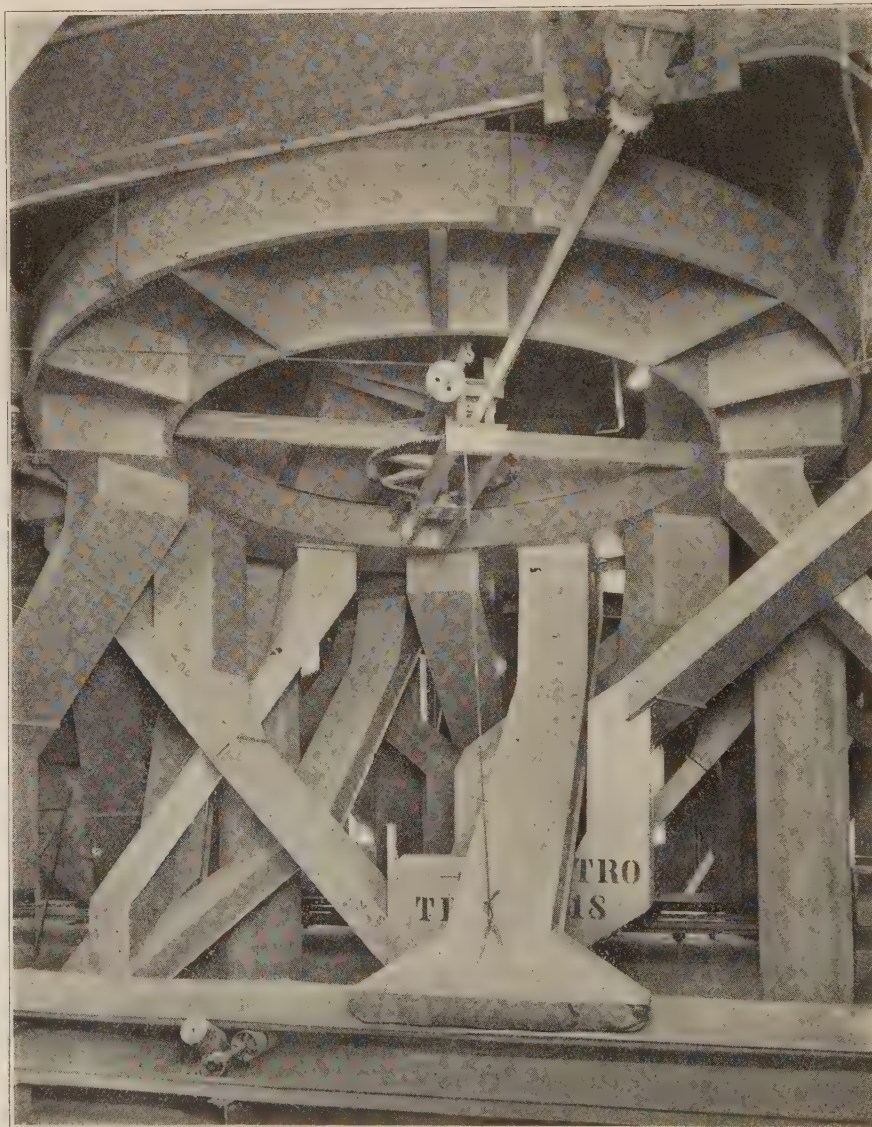


Fig. 15. One of the Scale Turn Head Spouting Rings Beneath the Twenty-three Scale Hoppers on Transfer Floor of Working House Northern Central Elevator, Baltimore. Cut Shows Operating Mechanism for Turn Head and Fixed Spouting to Universal Spout, Transfer Conveyors and Shipping Bins.

Eastern Federation of Feed Merchants Hold Big Meeting.

The midwinter meeting of the Eastern Federation of Feed Merchants held at Binghamton, N. Y., on Feb. 22 and 23 was a big success, being the largest meeting in the history of the Ass'n.

Thomas B. Wilson of the Empire Grain & Elevator Co., who is also mayor of Binghamton, welcomed the dealers to the city.

"Feeding for Production and Reproduction," was the subject of an interesting address delivered by F. C. Minkler, a director of the American Feed Manufacturers' Ass'n in which he said:

A finished product is worth more than the actual cost of the basic ingredients used in its manufacture. Service and knowledge cost money. Bread costs more than flour, flour costs more than wheat; shoes cost more than hides. By the same token a compounded feed must cost the user more than the actual market value of the basic ingredients.

It must be remembered that the feed industry has suffered shock after shock during the past few months. A constantly declining market always works a hardship upon the manufacturer and the dealer, for he must purchase and assemble his raw materials and shelf stock in advance. Under normal conditions competition will adjust values. Nevertheless, it is undoubtedly true that there has been too wide a range between the market values of straight grains and standard by-products, and the cost of the better grades of ready mixed feeds to the user, during the transition period. This does not necessarily imply that either the dealer or the manufacturer was profiteering, for we all know that both have lost money and customers.

Personally I am convinced that the failure, or let us say, the delay, on the part of both the manufacturer and the dealer to take his losses has greatly restricted the outlet and distribution of compounded feeds.

The farmer preferred to use ready mixed feeds, but he simply could not justify the differential between standard products and the better grades of compounded feeds. The farmer has his own losses to absorb. He cannot add to his load the burden of the feed manufacturer or the misfortune of the feed dealer, whose warehouses happened to be heavily stocked with high-priced goods. Unfortunately, selling costs are still very high, due to the small volume of business and the high cost of travel and maintenance.

We hold no brief for the manufacturer of compounded feeds who persists in using vast quantities of low grade materials and insists upon selling them as high grade feeds. The user has a right to know whether he is buying a concentrate or a low grade roughage. We should not prohibit the use of any material that has a feeding value, but it goes without saying, the user should be given an opportunity to identify his purchases and that he should be amply protected against fraud and misbranding.

Let us hope that the worst is over and that the new era will bring a more stable market.

Prices must be reduced on all feed commodities to present day replacement values regardless of costs or losses. If you don't get down to a sound replacement basis the other fellow will and he will get your business.

It is well to remember that the value of a ration cannot be determined by viewing its protein, fat or fiber content but rather what a given amount of feed will do that establishes its true value.

R. W. Chapin, pres. of the American Feed Manufacturers' Ass'n, in his address reviewed the conditions confronting the feed dealer of late and predicted a demand in the future for quality feeds. In conclusion he explained that the feed manufacturers were aware of the troubles of the man who retailed feed and were doing everything possible to assist him.

E. B. Moon, in the retail merchandising business at Chicago, Ill., gave his opinions of

what the manufacturer can and should do for the retail dealers handling his products. He urged that the retailer be influenced to offer his suggestions from time to time.

Howard Conklin, Monroe, N. Y., chairman of the Contracts Com'te, who has been doing considerable work on a suitable feed sales contract presented his recommendations. He urged that all contracts for the sale of feed, a cause of much trouble between manufacturer and retailer, be placed on the following conditions:

PROPOSED FEED SALES CONDITIONS.

1. This order is not binding upon us until accepted by you in writing without substantial change or addition.

2. Deliveries specified for several months, if not otherwise stated, shall be deemed good deliveries only if made in equal parts for each month.

3. The term "prompt shipment" shall mean shipment within 10 days after date of order; "quick shipment," within 5 days after date of order; "immediate shipment," within 3 days after date of order; "instant shipment," on the day following date of order. Shipment specified within a certain number of days shall mean calendar days not including date of order. If full shipping instructions are not given in order, time of shipment shall be computed from date of receipt by you of full shipping instructions. In all cases, Sundays and holidays shall be excluded from the computation.

4. Delivery is to be made f. o. b. point of destination, and you are to be responsible for loss or damage in transit.

5. In case we are required to pay freight charges in excess of amount allowed in draft or invoice, you are to refund the excess to us immediately on demand.

6. We are to have an opportunity to inspect the goods as to quality before delivery shall be deemed complete and before payment shall be due; and if found defective, we may reject delivery without waiving any other rights or remedies.

7. If sacks are charged extra, amount paid is to be refunded immediately if sacks are returned in good condition within 60 days after arrival of car.

8. You will not be liable in damages because of late delivery due to strikes, fires, floods, embargoes or other similar causes, if clearly beyond your control; but in case of your failure for any cause to ship any part of the goods ordered within the time specified, we reserve the right to cancel the unfilled portion of the order, without waiving any other rights or remedies.

9. We shall not be liable in damages for failure to specify or receive goods under this order, if such failure is due to strikes, fires, floods, or other causes clearly beyond our control and making it impossible for us to receive and properly care for the goods; provided we notify you of such cause before the goods have been shipped. But in case of such failure you shall have the right to cancel the unshipped portion of the order.

10. There are no understandings or agreements relative to this order that are not fully expressed herein, and no changes are to be made in this order unless reduced to writing and signed by us.

The 70,000 bu. Concrete Elevator at Reardan, Wash.

The inland empire of eastern Washington is making rapid progress towards modern methods of handling bulk grain and during recent years a number of up-to-date elevators have been erected in this section and contributed largely to a reduction in the cost of handling the splendid wheat of that section.

Illustrated herewith is a new 70,000 bu. elevator completed late last fall for the Reardan Union Grain Co. at Hite, Reardan, P. O., Washington, a station on the N. P. R. R. a short distance west of Spokane.

The house was designed and erected by Louis Delivuk. It consists of four deep reinforced concrete bins and four intermediate hoppers directly over the working story. The house has a storage capacity for 70,000 bu. and its two legs, which are equipped with 10 x 5 1/2 x 18 in. V buckets, can handle 1500 bu. of grain per hour.

The house is equipped with one 80 ft. Barnard & Leas man-lift, one 1500 bu. P. & R. receiving separator, one 1500 bu. Fairbanks automatic scale, one 15 H. P. Fairbanks oil engine, and one 10 ton Fairbanks dump scale with oil control. The receiving separator is located on the working floor and all grain is thoroughly cleaned before it is sent to the bins, so as to insure safe keeping.

Additional Feed Regulations for Wisconsin.

A bill, 190-S, introduced in the Wisconsin Senate by Senator Skogmo proposes to change the present method of licensing handlers of feed. Instead of the annual \$25 fee it makes the following provisions which were recently condemned by the large millers in Milwaukee.

Every manufacturer, importer, agent or seller of any concentrated commercial feeding stuffs, shall pay annually to the commissioner of agriculture an inspection tax or fee of ten cents per ton of two thousand pounds for all commercial feeding stuff sold, offered or exposed for sale or distributed in this state, and shall affix to or accompany each lot shipped in bulk, and to each parcel of such commercial feeding stuff a tag stamp or label to be furnished by the commissioner of agriculture stating that all charges specified in this section have been paid.

The commissioner of agriculture is hereby empowered to enforce the provisions of this act and to prescribe the forms of tags, stamps or labels to be used to show that the inspection, tax or fees has been made and to prescribe and enforce such rules and regulations relating to the sale of commercial feeding stuffs as he may deem necessary to carry into effect the full intent and meaning of this act, provided the said commissioner shall not be required to sell tags, stamps or labels, except in amounts having a value of five dollars or multiples thereof.

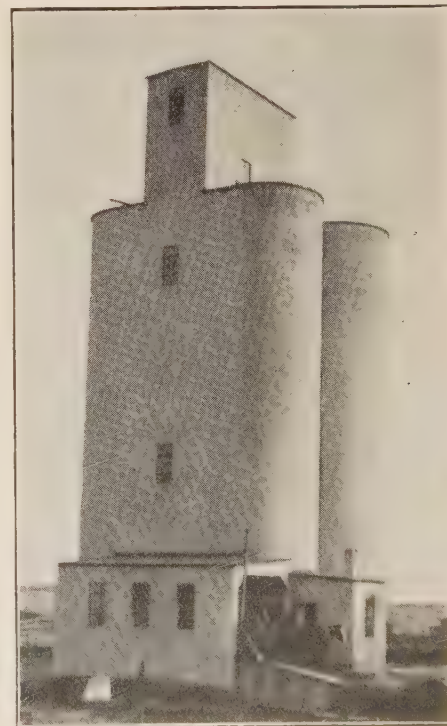
The commissioner of agriculture is authorized in person, or by deputy, to have free access to all places of business, mills, buildings, carriages, cars, vessels and parcels of whatever kind used in the manufacture, transportation, importation, sale or storage of any commercial concentrated feeding stuff, and shall have the power and authority to open any parcel supposed to contain any commercial feeding stuff, and tender and full payment of the selling price of said sample to take therefrom in the manner prescribed in this section samples for analysis.

FLUCTUATING minimum prices for Argentine wheat probably will be established bi-monthly.

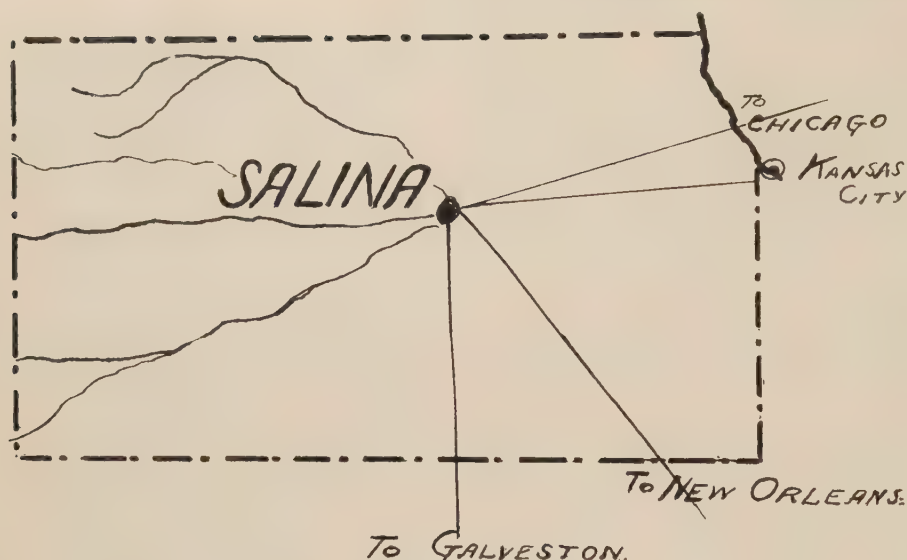
ABOUT TEN emigrant cars bound for North Dakota and Western Kansas left this section recently.—I. L. Drauker, Daykin, Neb.

SPANISH FARMERS without funds but with bountiful supplies of grain have asked permission to pay their income taxes in farm products instead of money.

"PLANT YELLOW CORN for straight corn usually commands higher prices than mixed corn," is what the Ralston Purina Co. is urging in the sections in which it operates.



70,000 Bu. Concrete Elevator at Hite, Wash.



Salina is located 100 miles west of Topeka, 170 miles west of Kansas City and 90 miles north of Hutchinson.

Excellent rail facilities and natural advantages have made Salina one of the important milling and grain centers of the United States as well as a rich industrial center.

The city is served to the west by two main lines of the Union Pacific, to the northwest by the Missouri Pacific, and to the southwest by the Santa Fe and the Rock Island. Additional western connections are secured by connections made by the Salina Northern R. R., an 81 mile industrial carrier running from Salina to Osborne. These five railways make Salina accessible to the producers of the vast grain areas of Kansas, Colorado and Oklahoma.

As a reconsigning and reshipping point Salina also has direct export connections to Galveston and New Orleans over the Santa Fe and the Rock Island as well as domestic connections to Kansas City, Chicago and St. Louis.

Salina's total elevator capacity exceeds 1,000,000 bus. Salina's industrial growth has been remarkable. From a small town of 6000 in 1900 it has grown to a hustling city of 15,000 in 1920. It now has 23 manufacturing plants, is located among hundreds of salt springs and gypsum mines, is an educational center of note and is being used as a distributing center for groceries, meats, machinery and other products of eastern manufacture. Built as it is on an enormous bed of salt hundreds of feet thick is the reason it is called "Salina," a word meaning pertaining to or containing salt.

A MILLING CENTER: Located close to a readily accessible supply of Kansas coal and on the power producing Smoky River Salina is a natural location to produce most economically, flour and feed for shipment.

Millers were not slow in recognizing Salina's natural advantages. They have made it the 7th largest milling center in the United States and the 2nd largest in the southwest, using 13,000,000 bus. of wheat annually and grinding 8,500 barrels of flour daily.

Flour milling activity began in Salina during the sixties, when three mills were established along the Smoky River. These three mills, long since torn down for more modern structures, formed the nucleus around which the city's milling industry of today was built.

A FEED CENTER: Besides being an ideal grain reshipping and milling center Salina is in the heart of the richest livestock and dairy section of Kansas. Being close at hand freight charges are low and the Salina market has a ready sale for thousands of tons of stock feed annually.

THE SALINA BOARD OF TRADE:

Far sighted members of the central Kansas grain trade, realizing the future of Salina as a grain market, in 1914 formed the Salina Board of Trade. Offices, a trading floor and wire connections were established and are still maintained in the Kothe Building. At the start memberships were sold at \$25. Now they are worth \$700.

The present officers of the Board are Pres. Charles M. Todd, sec'y W. W. Wright, and treas. E. C. Wyatt.

Inspection and Weighing: A branch of the Kansas State Grain Inspection and Weighing Department maintained in Salina in charge of C. M. Connelly insures to the country shipper accurate weights and fair inspection. Previous to his assignment to Salina Mr. Connelly was for many years a deputy grain inspector at Kansas City terminals.

Inspections during 1919-20 averaged approximately 50 cars per day compared with inspections during 1914-15, the first year of the Board of Trade, of only 10 cars per day. Since July 1, 1920, Mr. Connelly reports that 7,000 cars have been inspected.

E. L. Rickel is one of Salina's pioneers in the grain business, having secured a membership in the Board of Trade in 1914 shortly after its organization. Before that he was for many years in the grain business in Coffeyville, Kan. Mr. Rickel conducts a receiving and shipping business from his office in the Kothe Building.

The Beyer Grain Co. of Wichita opened an office in Salina in July, 1920, in charge of Robert R. McDonald. The Salina office conducts a cash grain and consignment business. Membership in the Board was secured in June, 1920.

The Wright-Wilson Grain Co. was organized June 1, 1920. W. W. Wright formerly was associated with E. L. Rickel at Salina, and H. M. Wilson was connected with the Western Star Mills, also of Salina. A branch office is maintained at Kansas City. The company holds membership in the Salina Board of Trade and the Kansas Grain Dealers Ass'n.

A. D. Richter, formerly with the Parks-Richter Grain Co., dissolved the partnership on Jan. 1, 1921, and entered the grain business on his own account as the Richter Grain Co. He conducts a wheat, coarse grain and mill-feed merchandising business, and is a member of the Salina Board of Trade and the Kansas Grain Dealers Ass'n.

The Service Grain Co. opened June 1, 1920, and conducts a general grain merchandising business. The concern, in charge of Albert Pyle and S. F. Bartlett, acts as the grain department of the Robinson Milling Co. of

Salina. A branch office is also operated at Great Bend, Kan.

The George E. Gano Grain Co., with main offices at Hutchinson, Kan., opened a branch office in Salina in June, 1920, in charge of N. P. Farr, formerly at the Hutchinson office. The company, which is a member of the Salina Board of Trade, does a general grain business, specializing in good milling wheat.

The Baber Grain, Feed & Seed Co., managed by L. O. Baber, formerly in the grain business at Mentor, Kan., operates a 25,000 bu. elevator at Salina. The elevator completed in 1920 is capable of handling 6 cars of grain per day. The company operates a fleet of trucks and in the warmer weather sends them into the country for grain. In addition to grain a line of feed and seeds is handled in a complete 10 car capacity warehouse. Apples and potatoes shipments are also handled in carlots.

The Howard Grain & Brokerage Co., in charge of W. O. Howard, conducts a grain brokerage business, buying grain for eastern mills. Mr. Howard formerly was connected with the Robinson Milling Co. of Salina.

The Salina Produce Co., operated by I. A. Pribble, does a car lot business in grain, feed and coal as well as produce. Six elevators are operated in various parts of Kansas and a branch office is maintained at Dodge City.

The Corn Belt Grain Co., started business in Salina in July, 1919, and is under the management of George Noll who for eight years was manager of the Central Grain Co. at Hutchinson, Kan.

Dilts & Morgan, Inc., operate a Salina office which is in charge of C. R. Vestal, Jr. The company handles future orders and also conducts a cash grain business.

The H. D. Lee Flour Mills Co. is conducted by H. D. Lee, whose name is closely linked with the industrial growth of Salina. Mr. Lee came to Salina in 1889 and established a grocery distributing business. Later he started a factory for the manufacture of the now nationally known "Lee Unionalls." As rail facilities of Salina improved Mr. Lee realized Salina's possibilities and established the Lee Hardware Co. and later the Lee Flour Mills Co. Lee institutions in Salina now employ over 500 persons. The Lee Flour Mills Co. has a modern brick and concrete mill capable of grinding 2000 bbls. of flour daily. Alongside the mill are elevator facilities. H. D. Lee who is pres. of the company is assisted by vice-pres. L. G. Gottschick who has charge of the milling departments and C. M. Todd, sec'y-treas. who has charge of the selling end of the business.

The Western Star Mill Co. claims to be the pioneer mill of central Kansas. It is an outgrowth of the flour mill established by the Sheldon Bros. in 1868 and later purchased by C. R. Underwood, H. H. Sudendorf and Eli Rittgers. The company's modern brick mill has a daily capacity of 1,200 bbls. as well as storage facilities for 165,000 bus. of grain. H. H. F. Sudendorf is now pres. of the company, E. H. Sudendorf is treas. and H. E. Brooks is sales manager.

The Shellabarger Mill & Elevator Co. conducts a general milling and grain merchandising business. It has grown from a single building, called the Salina Mill, erected in 1860, until now it operates 38 elevators, has a total storage capacity of 1,250,000 bus. and operates a mill capable of turning out 1200 bbls. of flour daily. Its Salina elevator capacity is 125,000 bus.

The Weber Flour Mills Corp. was incorporated in 1917 with a capital stock of \$300,000. It operates a 125,000 bu. elevator and has a milling capacity of 1,200 bbls. of flour per day. In connection with its Salina business it operates six country elevators. John Weber is pres., W. R. Nye is vice-pres. and

[Continued on page 439.]

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Little Rock, Ark.—Hal K. Cochran is again pres. of the Grain Exchange, Guy Williams, vice-pres., and A. Probst, sec'y-treas. Directors are John F. Weinmann, F. Kramer Daragh, E. L. Farmer, Geo. E. Cunningham and C. L. Gordy. The election was held Feb. 24.

CALIFORNIA

Downey, Cal.—Price & Henry are now props. of the Downey Grain Co.

Ducor, Cal.—The Farm Buro will build a bulk elvtr. in the near future if present plans do not miscarry.

Los Angeles, Cal.—The Globe Grain & Milling Co. of this state has increased its capital stock to \$1,000,000.

Glen, Cal.—The Willow County Grain Elvtr. Com'ite announces that it will build a 35,000-bu. concrete bulk handling elvtr. A. H. Quatman, Willows, is chairman of the com'ite.

Yuba City, Cal.—Judge E. P. McDaniel of this county has ruled that the gain in the weight of grain because of moisture in the warehouse is the property of the owner of the grain and not of the warehouse owner.

San Francisco, Cal.—The following schedule for rice inspection went into effect here Feb. 15: \$4 per carload or less; \$4 per 50-ton lots or less by water (8c per ton over 50 tons); \$2.25 for grade determination and \$4 for sample certificate.

Modesto, Cal.—We shall have the very latest type of concrete bulk elvtrs. at Patterson, Montpelier, Hickman and Waterford unless something unforeseen prevents. This will make about 150,000 bus. capacity in all.—W. J. Norton, sec'y-mgr. Farm Buro.

Lincoln, Cal.—Do not think we will be able to build this year as some of the ranchers are not ready to take up bulk handling yet. We will build a 50,000-bu. concrete house when we do put one up.—R. S. Saeydel, Lincoln Unit of the Placer County Farm Buro.

San Francisco, Cal.—The proposed combination wharf and warehouse to be erected by the Board of State Harbor Commissioners at China Basin and Berry Street will include a wharf 990 ft. in length, with a shipside track, and a 6-story warehouse for handling various commodities including sacked grain. John H. McCallum is pres. of the board and Frank G. White is engineer.

Stockton, Cal.—No rebate on sacks will be paid to the farmers delivering grain in sacks to the Sperry Flour Mills Co., here, according to the decision of A. C. Parker J. P. The decision was made in the case of the suit brought by J. L. Goodwin, a member of the Federation of American Farmers, who in a test suit sought to compel the company to pay him \$3.40, the alleged value of sacks used by him in making a grain delivery to the company. The judge held that: The allegation that Goodwin owned the sacks in which the grain was delivered and that they were not paid for was not so since the Sperry Flour Co. had quoted him a sack price of \$3.55 per 100 for his bulk wheat, i. e. in paying him \$3.55 per 100 lbs. the company paid him a fair and reasonable price for the bags and having paid him once were not compelled to pay him again.

CANADA

Belleville, Ont.—The Judge-Jones Milling Co. has failed.

Toronto, Can.—We have practically gone out of the grain business.—Jas. Goodall, Ltd.

Kingston, Ont.—Mail addressed to the Forwards Ltd. Elvtr. is returned with the notations, "closed," "taken down."

Toronto, Can.—G. B. Curran is no longer in our employ.—United Farmers Co-op. Co., Ltd. (Mr. Curran was formerly mgr. of commission dept.)

Winnipeg, Man.—The James Stewart Co., Ltd., has been incorporated for \$500,000 and will engage in the export grain business. Mr. Stewart was head of the Canadian Wheat Board for the past 8 years and is well versed in export matters.

Winnipeg, Man.—Members of the Grain Exchange are welcoming the suggested investigation, by a royal commission, of the exchange and the operation of the grain trade in western Canada. They believe that it would clear up many veiled insinuations and prove good for all concerned. They have offered to help in every way possible. The trouble was started when a number of the western members of the House of Commons complained of the practice of mixing grains by elvtr. companies.

Ottawa, Ont.—R. C. Henders, former pres. of the Manitoba Grain Growers Ass'n, is demanding a thoro investigation of the Canadian Grain Trade. He has asked for the appointment of a Royal Commission which will have sweeping powers in the matter of investigation. It will inquire and report on grading and weighing of grain; receiving, handling and shipping of grain thru country elvtrs. and from country points; operation of grain exchanges by its members; work of grain exchanges; handling and holding of grain at terminal points; operation of public and private terminal elvtrs. and eastern public elvtrs.; operation of Lake Shippers Ass'n and Northwest Grain Dealers Ass'n; trimming of grain at upper and lower lake ports and ocean ports; lake shipments; shipment of grain to Atlantic and Pacific ports and the operation of Canadian flour and feed mills. The idea seems to be to determine the taxes, tolls and all charges levied on a bu. of grain from the producer to the ultimate consumer.

COLORADO

Littleton, Colo.—The Columbine Merc. Co. installed motors in the elvtr. The White Star Co. did the work.

IDAHO

Lewiston, Ida.—We have disposed of all of our grain interests, having sold the warehouses to the Pacific Coast Elvtr. Co.—J. Alexander Co.

Moscow, Ida.—Harry Rader was instantly killed when his coat caught in a rapidly revolving shaft in the plant of the Mark P. Miller Milling Co.

Paul, Ida.—The Commercial Club of this city is backing a movement for the erection of a \$60,000-bu. elvtr. and indications point to a successful conclusion.

Caldwell, Ida.—Mail addressed to the Thomas & Moody Grain Co. at this station is returned marked "Out of Business." This was a branch office, headquarters being at Pocatello.

Rexburg, Ida.—O. L. Fuller, of Ashton, has succeeded Wm. F. Toller as mgr. for the Inter-Ocean Elvtr. Co. Mr. Toller has been mgr. here for many years and is compelled to leave on account of ill health.

ILLINOIS

Catlin, Ill.—E. W. Ladler is now mgr. for the Farmers Elvtr. Co.

Kinsman, Ill.—D. A. Ryan & Co. has succeeded Thos. Ryan & Son.

Williamsville, Ill.—The Farmers Grain Co. has bot a site for its new elvtr.

Virden, Ill.—The Virden Grain Co. will be operated on the co-op. basis in future.

Lincoln, Ill.—The local office of E. Lowitz & Co. in charge of J. B. Siebert was closed Mar. 1.

Barclay, Ill.—Farmers are considering the organization of a company to establish a grain elvtr.

Plainview, Ill.—The Plainview Co-op. Co. bot my elvtr. last summer. J. W. Meyers is mgr.—E. L. Craw.

McLean, Ill.—A drier is one of the improvements contemplated by the Farmers Co-op. Grain & Supply Co.

Melvin, Ill.—The Farmers Grain Co. has succeeded the Melvin Farmers Grain Co., the change being in name only.

Port Byron, Ill.—The Port Byron Grain & Fuel Co. has re-organized on the co-op. basis and has increased its capital stock to \$50,000.

Clarksdale, Ill.—I am now mgr. for the Farmers Elvtr. Co. and also mgr. for the Co-op. Shipping Live Stock Ass'n.—Kelly Durbin, mgr.

Danvers, Ill.—We have installed a 15-h.p. Westinghouse Motor in our elvtr. Otto Fuessling is elvtr. man.—Wm. Zierfuss, mgr. Farmers Elvtr. Co.

Dunn (Duncanville p. o.), Ill.—J. B. Martin does not operate an elvtr. here. In fact there is no elvtr. at this station as given in the new Illinois list.

Varna, Ill.—M. Murdock has bot the elvtr. of J. C. Madden, paying \$7,000 for it. It is reported that the purchase was made for a company in Streator.

Martinsville, Ill.—Our plant burned Jan. 17, 1920, and we sold the site to Shawver & Callahan.—Chas. Cooper, formerly operating as Cooper Milling Co.

Humboldt, Ill.—I shall not engage in the grain commission business at Cairo, at least not until business conditions are more normal. Am here at present.—P. W. Poorman.

East St. Louis, Ill.—On Mar. 1 the Terminal Grain Co., Geo. and P. W. Harsh, props., was sold to A. H. Beardsley and T. M. Scott, who will operate as the Terminal Elvtr. Co.

Plano, Ill.—J. S. Burnham is pres. and L. A. Sears, sec'y of the recently organized Farmers Elvtr. Co. The company has not as yet made a definite statement as to how it will operate.—Jeter & Jeter.

Meriden, Ill.—The Farmers Co-op. Elvtr. Co. is being organized and if the plan is put thru the company will undoubtedly buy one of the elvtrs. here. There are two, my own and that of the Armour Grain Co.—Chas. E. Gallagher.

Peoria, Ill.—The Peoria Board of Trade special com'ite composed of G. C. McFadden, Wm. S. Miles and Wm. C. White, has recommended that the Board go on record as in favor of a state police force as set forth in the Dunlap-Castle bill.

Arenzville, Ill.—We have completed a new 24x48 ft. feed warehouse. We have also covered one of our elvtrs. with galvanized iron and equipped it for the storage and shelling of corn.—H. L. Meyer, Arenzville-Hagener Farmers Grain Co.

Farmersville, Ill.—The elvtr. of the Farmers Grain Co. burned at 9 a. m. Feb. 24, with a loss of \$6,000. The fire had gained so much headway when discovered that nothing could be saved. The blaze started in the furnace room in the basement.

Cairo, Ill.—Financial conditions of the distributing territory of the south are so bad that I have decided after all not to start the operation of a new firm at present. When conditions are normal again we will be in a position to start. In the meantime I shall stay at Humboldt.—P. W. Poorman.

Springfield, Ill.—H. B. 172, introduced by Representative Etherton, is sponsored by the Illinois Bankers Ass'n and provides that a bank may forward any item for collection directly to the bank on which it is drawn, and such action shall be deemed due diligence and the failure of the payer bank shall not render the forwarding bank liable therefor.

Bloomington, Ill.—The Corn Belt Farmers Ass'n doing business here, and at Lexington, Farmers City and Parnell, is now in the hands of a receiver, with liabilities scheduled at \$20,387.29 and admitted assets of \$13,784. Chas. A. Zweng has been appointed receiver and has asked permission to sell all of the company's properties at public auction.

Springfield, Ill.—H. B. 141 introduced by Representative Byers provides that no bank shall be liable to a depositor for the payment of any money on a forged or raised check, unless within one year after notice, which may be given by mail, to said depositor that the voucher representing such payment is ready for delivery, or within one year after the return to said depositor of voucher representing such payment, said depositor shall notify the bank that the check it paid is forged or raised. It is backed by the Illinois Bankers Ass'n.

Bushnell, Ill.—The Bushnell Co-op. Co. has bot the grain and the coal elvtrs., barn and dwelling of Nagel Bros.—B. H. Alexander, sec'y. (The company was recently reported to be about ready to build, but will not do so now.)

Clarksdale, Ill.—We have not succeeded the Christian County Grain Co. but have organized our own company and built a new 40,000-bu. elvtr., modern in every respect. The Christian County Grain Co. has not closed its business but has quit buying soft corn. I was formerly mgr. for that company but am now with the Farmers Elvtr. Co.—Kelly Durbin, mgr.

CHICAGO NOTES.

Wm. F. Murphy now has entire charge of the supervision of the grain and provision departments of our firm.—Farnum, Winter & Co.

The following memberships have been posted for transfer: Jas. B. Carter, Geo. W. Stone, Jas. F. Parker, Chas. K. Templeton, Jesse H. Ridge and Edw. J. Ryan.

Frank G. Blakemore, a former member of the Board of Trade, died Mar. 7 at his home in Paris, Ky. Mr. Blakemore was engaged in the grain commission business here for 20 years, moving to Paris only a few years ago.

New members of the Board of Trade are: Jos. A. Bear, Ferdinand Wassmundt, Walter A. Scovill, Geo. W. Brady, W. H. Axtater, Rich. J. Uhlmann, A. C. Fried, E. W. Scott, Jos. T. Newell, Edw. V. Wright and Chas. J. Moore.

Thomas W. Keelin, pres. of T. W. Keelin & Co., was expelled from membership in the Board of Trade Mar. 1, on the charge of short weighing. A com'te has been investigating the charges for some time and a hearing was arranged. Mr. Keelin failed to appear before the com'te or board and the above action was taken.

Quite recently the attention of the to-arrive grain com'te has been directed to bids that have been made on grain "to arrive" net track at stations, in which bids the item of tax on freight charges to Chicago has not been considered. It was explained that this tax on freight would be charged as an item of expense on the account purchase. The to-arrive grain com'te directs attention to the fact that in order to conform to the rule in making bids on grain net track stations, that in addition to the regular commission and freight charges the item of tax on freight must also be deducted in figuring net prices.—J. E. Brennan, chairman of the to-arrive grain com'te of the Board of Trade.

INDIANA

West Lebanon, Ind.—The West Lebanon Grain Co. is out of business.

Frankton, Ind.—The Urmston Grain Co. has installed a feed grinder.

Worthington, Ind.—The Farmers Elvtr. Co. has bot the elvtrs. of the Hayes Milling Co.

Gessie, Ind.—The Farmers Elvtr. Co. will not build a new elvtr. this year as intended but will repair the old house.

La Crosse, Ind.—I have succeeded W. S. De Armond as mgr. for the Farmers Elvtr. Co.—C. C. Siebenthal, mgr.

Hanna, Ind.—The Hanna Co-op. Equity Exchange incorporated for \$40,000 by John Seller, L. W. Guse and others.

Indianapolis, Ind.—Bell & Quinleven have taken over the office of E. Lowitz & Co. here. The new concern will act as correspondent for the Chicago firm.

Wabash, Ind.—We are out of the grain business for the present. F. K. Dougherty is now owner of the King Grain Co. and operates as the King Elvtr. Co.—King Grain Co.

North Liberty, Ind.—The court has ordered a new trial of the suit by Chas. McClellan against Finch Bros., in which plaintiff had been given judgment for \$2,770 on a wheat contract.

Cumberland, Ind.—The elvtr. recently acquired by the Farmers Terminal Grain & Feed Co. here was formerly a mill and belonged to Wm. Gale. It had not however been in operation for the last 3 years. The new company is using it as an elvtr. but if it can secure sufficient electric power, it will overhaul the mill machinery and operate it as a flour mill as well as an elvtr. E. M. Strauss, formerly with the Amo Mill & Elvtr. Co. at Amo, has charge of this plant and the main plant at Indianapolis. Geo. W. Sheek is gen. mgr. of the company.

New Ross, Ind.—We are building a new 15,000-bu. iron clad elvtr. and warehouse with a 10 ton Fairbanks Truck Scale as part of the equipment.—Walter Whitecotton, mgr. New Ross Grain Co.

New Lebanon, Ind.—Our elvtr. is the only one at this station. It will be taken over May 1 by the Sullivan Mill & Elvtr. Co.—Lewis Brooks, Jr., of L. Brooks & Son. (Mr. Brooks is sec'y of the new company.)

Maxwell, Ind.—Frank Brandenburg, of Brandenburg & Carlton, died recently after a short illness with pneumonia. He was 56 years old and had been in the grain trade for many years. He is survived by 2 children.—C.

Lawrence, Ind.—The Farmers Terminal Grain & Feed Co., of Indianapolis, has bot the coal and lumber yards of W. L. Brown. It will take possession of the coal yards Apr. 1, and the lumber yards June 1. The company will build an elvtr. and warehouse adjacent to the coal yards.—C.

Rolling Prairie, Ind.—The farmers of four townships met here recently and decided to give up the idea of forming a company and building an elvtr. C. A. Buechner, county agt., present at the meeting, said: "The consensus of opinion at the meeting was that it's easier to get in than it is to get out of the elvtr. business, and decided to find another method of practicing economy. Besides they believe they have always gotten square treatment all around in the past."

Evansville, Ind.—Something over a year ago we bot from Paul Kuhn & Co. what is known as the Union Elvtr. This property was incorporated under the name of the Union Elvtr. Co. As it was not necessary for us to have a separate corporation from A. Waller & Co. we filed papers to dissolve this corporation. There have been no papers filed for the dissolution of the corporation of A. Waller & Co.—A. Waller & Co., by M. T. Dyer, sec'y and treas., Henderson, Ky.

IOWA

Morrisson, Ia.—I am now mgr. for the Farmers Co-op. Elvtr. Co.—H. R. Stock.

Grinnell, Ia.—The Farmers Elvtr. Co. will add a shipping department to its grain business.

Dike, Ia.—Joe Haack, mgr. for the Independent Elvtr. Co., is reported to have resigned.

Prairie City, Ia.—J. W. Hayes is the new man at the office of the Prairie City Grain Co.

Tennant, Ia.—W. R. Hogan is the new mgr. for the Farmers Grain & Merc. Co.—H. C. Hale, Shelby.

Merrill, Ia.—The Gt. Nor. Ry. Co. has put in a new sidetrack at the elvtr. of the Hoose Grain Co.

Galt, Ia.—The Galt Co-op. Grain Co. will start operations as soon as it receives its incorporation papers.

Owasa, Ia.—Richard Welch, mgr. for the Farmers Elvtr. Co. is seriously ill in a hospital at Des Moines.

Odebolt, Ia.—A. C. Petersmeyer, who recently retired from the grain business, is spending the winter in California.

Modale, Ia.—The Nye Schneider Fowler Co. has installed a Trap Truck Dump, a 10-ton Fairbanks Scale and an electric motor.

Fort Dodge, Ia.—The Taylor & Bournique Co. has closed all of its western offices with the exception of the one at Fort Dodge.

Bedford, Ia.—My initials are B. R., not B. J. I am mgr. for the Farmers Elvtr. Co. with Jno. Lacy as second man.—R. B. Monahan.

Hamburg, Ia.—Flo Sullivan has bot the interest of Horace Noble in the elvtr. of Noble & McBride and took possession Mar. 1.

Schaller, Ia.—S. W. Eastflask of Spencer has succeeded E. B. Harris as mgr. for the Schaller Produce Co., Mr. Harris having resigned.

Wallingford, Ia.—F. H. Anderson has succeeded F. S. Gehlke as mgr. for the Farmers Co-op. Elvtr. Co., Mr. Gehlke having resigned.

Spaulding, Ia.—The Spaulding Co-op. Co. bot both elvtrs. here, Wray Bros. and Gault Bros. & Stephens, and is operating them.—Gault Bros.

Eleanor (Cedar Rapids p. o.), Ia.—Gifford & O'Neil, of Cedar Rapids, succeeded the Eleanor Grain Co., Mar. 1. The elvtr. was formerly operated by J. K. Schurman. All correspondence should be addressed to us at Cedar Rapids.—L. W. Gifford.

California Junction, Ia.—F. R. Hopley, mgr. for the California Junction Grain & Lbr. Co., broke his right arm cranking his automobile last week.

Des Moines, Ia.—O. J. Meredith has disposed of his interest in Sargent & Co. and will devote his time to the Iowa Corn Products Co. of which he is pres.

Massena, Ia.—Frank Vetterick, of Bridge-water, has bot the elvtr., mill and coal business of Johnson & Moorehouse. Mr. Vetterick is now in possession.

Lakewood, Ia.—The Farmers Elvtr. Co. is defendant in a suit brot by a landlord, R. W. Steele, to recover for grain sold by a tenant and covered by lien.

Shenandoah, Ia.—T. J. and J. L. Gwynn will engage in the grain business again at this point handling the grain thru the elvtr. of the Shenandoah Milling Co.

Clarion, Ia.—The Farmers Elvtr. Co. recently bot the Wright County Fair Grounds at public auction for \$9,407. This gives the company 40 acres in addition to its present holdings.

Hampton, Ia.—Clay Scantlebury has succeeded O. O. McCaffree as mgr. for the Farmers Co-op. Elvtr. Co. Mr. McCaffree was recently re-elected mgr. for the company but has resigned.

Modale, Ia.—The Farmers Elvtr. Co. has done considerable repair work. Has installed a new 10-ton Fairbanks Scale and repaired the driveway. It has also put in new floors, doors and wagon dumps.

Tama, Ia.—Chas. E. Glaman, of Jewell Junction, has succeeded J. V. Simek as mgr. for the Farmers Co-op. Co. Mr. Simek has been mgr. for 4 years and is compelled to retire on account of ill health.

Shell Rock, Ia.—The Farmers Shipping Ass'n of this city has leased the elvtr. of the Shell Rock Grain & Milling Co., W. L. Brown, prop. and mgr. The company will do a grain as well as a live stock business.

Des Moines, Ia.—The Farm Buro Federation has introduced 2 bills in the legislature designed to regulate the marketing of grain. The Iowa Bankers Ass'n has also introduced one, making 3 bills on the subject now under consideration.

Des Moines, Ia.—A bill has been introduced in the house by Representative W. C. Edson, providing for the erection of bonded warehouses wherein the farmers may store their grain and at the same time have warehouse receipts to use as collateral. In other words the farmer is to be permitted, by the terms of the bill, to hold his crop as long as he likes and at the same time use the money he has invested in the grain.

Grundy Center, Ia.—Sidney Price, formerly in the grain business at Conrad, has succeeded L. G. Clay as mgr. for the Farmers Co-op. Elvtr. Co. Mr. Clay was appointed supt. for the Planters Elvtr. Co. of Des Moines last fall but remained here on contract till Apr. 1. The company has increased its capital stock to \$50,000 and has been completely re-organized. Elmer Mentz, formerly ass't mgr., was temporary mgr. until Mr. Price was appointed. The company has been sailing close to financial shoals but owing to the interest and enthusiasm of the stockholders, who, in spite of their losses, had faith in the company, it is again in safe waters and has been in full operation since Feb. 21.

KANSAS

Kingsdown, Kan.—The Larabee Flour Mills Corporation is installing a 10-ton Howe Scale.

Feterita (Hugoton p. o.), Kan.—W. P. Kliesen has completed his 18,000-bu. hollow tile elvtr.

Olney, Kan.—Gus. Hildebrand has had an engine installed in his elvtr. by the White Star Co.

Stockton, Kan.—J. C. Edward has new machinery in his elvtr. installed by the White Star Co.

Manhattan, Kan.—The Liberty Mill & Ice Co. is now operating here. A. M. Floersgen is treas. and mgr.

Burdett, Kan.—New machinery has been installed by the White Star Co. in the elvtr. of Elbert Clift.

Wellsford, Kan.—Mail addressed to the Kansas Flour Mills here is returned with the notation "Removed."

Garden City, Kan.—C. E. Blood has installed new machinery in his elvtr. The White Star Co. had the contract.

Langdon, Kan.—The Enns Milling Co. has a new studded elvtr. built by the White Star Co. Engine power is used.

Follett, Kan.—The Sharon Grain Co. has installed a new engine in its elvtr. The White Star Co. did the work.

Greensburg, Kan.—Repairs have been completed by the White Star Co. on the plant of the Kansas Flour Mills.

Elkhart, Kan.—The Elkhart Equity Exchange has accepted its new studded elvtr. from the White Star Co., builders.

Liberal, Kan.—The A. E. Taylor Grain Co. has installed a private wire from the Kansas City (Mo.) Board of Trade.

Wichita, Kan.—Paul Morton has been admitted to membership in the Board of Trade on transfer from E. M. Elkins.

Hanover, Kan.—John Meyer has resigned as mgr. for the Farmers Elvtr. Co.—Marietta Stock & Grain Co., Marietta.

Burnside, Kan.—The Berry Grain Co. has completed installation of new machinery. The White Star Co. did the work.

Glen Elder, Kan.—The Kaull Milling Co. is not doing business here any more. Headquarters are Kansas City, Mo.—K. B.

Hays, Kan.—The Farmer Co-op. Ass'n has a new studded elvtr., operated by electricity. The White Star Co. had the contract.

Atwood, Kan.—Wm. Carrell has completed a new studded elvtr. operated by electricity. The White Star Co. had the contract.

Haverhill, Kan.—The Chalfaut Grain Co. has a new studded elvtr., operated by engine power. The White Star Co. was the builder.

Caldwell, Kan.—New machinery has been installed in the elvtr. of A. J. Moore by the White Star Co. A new engine is included.

Marysville, Kan.—Geo. Griffiths has succeeded John Dexter as mgr. for the Farmers Elvtr. Co.—Marietta Stock & Grain Co., Marietta.

Gordon, Kan.—The Chalfaut Grain Co. now has a new studded elvtr. equipped with an engine. The White Star Co. did the work.

Plevna, Kan.—We have just completed the installation of a Howe ten-ton Truck Scale.—Kansas Flour Mills Co., by W. A. Wilson.

Glen Elder, Kan.—H. W. Lilly and H. W. Geudy have leased the elvtr. of the Kaull Milling Co. and will operate as Lilly & Geudy.

Hugoton, Kan.—The new studded elvtr. of the H. B. Wheaton Grain Co. is operated by engine power. The White Star Co. did all the work.

Beaver, Kan.—K. R. Mohn, long mgr. for the Ellinwood Grain & Supply Co. at Ellinwood, is now mgr. for the Beaver Grain & Supply Co.

Hayesville, Kan.—The Hayesville Co-op. Exchange now operates a new studded elvtr. built by the White Star Co. Engine power is used.

La Cygne, Kan.—W. J. Dyer is again owner of the elvtr. which he sold to me Apr. 1, 1920. He will take possession at once.—T. B. Nisely.

Gray, Kan.—R. M. Norris recently let contract to the White Star Co. for installation of new machinery. The work has been completed.

Skiddy, Kan.—The Farmers Co-op. Merc. & Shipping Ass'n operate a new studded elvtr. built by the White Star Co. Engine power is used.

Plains, Kan.—E. H. Wiedener, who is at present gen. mgr. for the Wilson Land & Grain Co. here, will be agt. at this station beginning Apr. 1.

Belle Plaine, Kan.—New machinery has been installed in the elvtr. of the Belle Plaine Mill & Elvtr. Co. by the White Star Co., contractors.

Council Grove, Kan.—The Ryan Grain Co. has completed its new studded elvtr., operated by electricity. The White Star Co. had the contract.

Cullison, Kan.—H. C. Morton, mgr. for the Farmers Grain Co. here, has not been attending to his duties for some time as his home has been quarantined because of scarlet fever in the family. The sufferers are better and the ban will be lifted some time during the week.

Greensburg, Kan.—Wm. Dressler has succeeded J. W. Hays as mgr. for the Security Elvtr. Co. Mr. Hays has resigned on account of illness.

Greensburg, Kan.—We are installing a new 10-ton Howe Truck Scale. The concrete work has been completed.—H. W. Brown, Larabee Union Mills Corporation.

Newton, Kan.—F. P. Fisher is now on the road for the Newton Milling & Elvtr. Co. covering the central states territory. He was formerly with the Kaull Milling Co.

Liberal, Kan.—The Light Grain & Milling Co. is nicely settled in its new office. A ten ton Fairbanks Truck Scale has been installed. The company is also installing a feed mill.

Salina, Kan.—Charles M. Todd, pres. of the Salina Board of Trade and sec'y of the H. D. Lee Flour Mills, returned to work on Feb. 25 after being confined to his home by illness.

Alida, Kan.—C. W. Bauer, who has been operating the elvtr. of the Farmers Union Elvtr. Co. here for some time, will build an elvtr. and engage in the grain business on his own account.

Winfield, Kan.—The Farmers Union Elvtr. Co. is now being organized to buy the elvtr. of the Bartlett Grain Co. Newman Bartlett, mgr. for the old company, will remain as mgr. for the new one.

Udall, Kan.—The Consolidated Flour Mills Co., for which I was agt., sold its elvtr. here to the Farmers Elvtr. Co. and W. M. Gaddis is mgr. for the new company. I am now at Caldwell.—Geo. Harper.

Wichita, Kan.—The Strong Trading Co. will remain in its old offices in the Sedgwick building. It is the only member of the Board of Trade that has not moved into new quarters in the exchange's new home.

Partridge, Kan.—We have remodeled our elvtr. and are changing from gas to electric power. We have installed also a new truck dump and Richardson Auto Scale.—W. S. William, mgr. Partridge Mill & Elvtr. Co.

Enterprise, Kan.—Christian Hoffman, grandfather of Emmett V. Hoffman, vice-pres. and gen. mgr. for the Kansas Flour Mills Co. of Kansas City, Mo., died Feb. 26 at the age of 95. He was one of the first millers in this part of the world and was a pioneer in export shipments, sending his first vessel load to Belgium in 1884.

Rexford, Kan.—We have bot the North Elvtr. known as the Farmers Elvtr. bot operated for the last year by Wm. Atha. We expect to operate as Ewbanks & Osborne. D. W. Osborne and myself, owners. We will make some improvements on office and scales in the spring and have some repairing done on the elvtr.—Robt. Ewbanks.

Bucklin, Kan.—The plant of the Bucklin Milling Co. will be completed within the month. The building is of wood construction, covered with sheet metal siding and is modernly equipped. It is operated by motors. The elvtr. in connection with the mill has a capacity of 12,000 bus. G. E. Koopman is mgr. Owners of the company are Mr. Koopman, H. A. Bollenbacher and E. W. Hiss, all of Great Bend.

Glen Elder, Kan.—Dr. Chas. Caton has been appointed the Kansas receiver for the Kaull Milling Co. of Kansas City, Mo., by Judge Pollock of the Federal Court of that city. The company has a mill and elvtr. here and one at Rosedale, the latter being a new plant. The company has been reorganized under the receivership and Dr. Caton is now pres. and Ray Green, sec'y. W. C. Kreger, who has been gen. mgr. of the company, will remain in that position and an effort will be made to operate the plants for the benefit of the creditors. The assets, exclusive of the Kansas plants, are placed at \$77,289, and liabilities at \$358,289.

TOPEKA LETTER.

The J. B. McClure Grain Co. has discontinued business at this market, closing its office here.

Topeka, Kan.—Under the new warehouse bill it is optional with the country grain elvtr. operator whether to take out a license permitting him to store grain for farmers.

Both the Senate and the House passed the Public Warehouse Bill, which was introduced by J. S. Hart of the Kansas Inspection and Weighing Bureau. Under the terms of this bill it is not compulsory for country elvtrs. to act as public warehouses, but they have the privilege of doing so if they care to.

The Culp Grain Warehousing Bill, similar to the Hart Bill on the same subject, has passed the Senate. A sister bill in the house is under consideration.

F. A. Derby of the Derby Grain Co. spent a part of this week in Indianapolis attending a meeting of the directors of the Grain Dealers Fire Insurance Co., of which he was recently elected a director.

There has been no further action taken in regard to the Anti-Option Bills which have been introduced into the present session of the legislature by both Senators Green and Frizell. It is generally thought that neither of these bills will be passed at the present session.

A meeting will be held in Topeka on March 15, at which time three of the members of the Marketing Com'te of Seventeen recently appointed by the Farm Bureau, will try to form an organization of the farmers of Kansas to handle the grain raised in Kansas direct from the farmers to the consumers. This organization is in direct opposition to the Mid-West Selling Agency recently formed in Salina by the co-operative elvtrs. of the state for the same purpose.

KENTUCKY

Owensboro, Ky.—The Rapier Grain & Feed Co. is building an additional warehouse in connection with its elvtr. here.—W. R. Stout.

Harrodsburg, Ky.—Marshall Smith, while riding a freight elvtr., looked over the side of the car and his head was caught between the edge of the ascending elvtr. and the floor above, killing him instantly. He was 28 years old and was employed by the Cogar Grain & Coal Co. at the time of his death.

LOUISIANA

Estherwood, La.—Most all mills running, and very active movement in rice.—H.

New Orleans, La.—While W. L. Richeson, of W. L. Richeson Co., was visiting in Omaha recently he slipped and fell on the floor of the Grain Exchange, breaking his ankle. He is recovering slowly but it will be some time before he will be able to run a foot race.

MARYLAND

Rockland (Brooklandville p. o.), Md.—The mill property and estate of M. L. Garret will be sold at public sale, Mar. 16.

BALTIMORE LETTER.

J. J. Shirey is now traffic mgr. for Hammond, Snyder & Co., Inc.

New members of the Chamber of Commerce are Edward L. Davis, Frederic J. Couse and Earling H. Snyder. Memberships transferred are Howard E. Ziefel, Scott F. Evans and Cyrus C. Lewis.

Edwin Hewes was 80 years old Feb. 28 and the members of the Chamber of Commerce, as well as the office force of C. P. Blackburn & Co., for whom he has been export mgr. for many years, helped him to celebrate the event in a regal way. Altho well along life's pathway, Mr. Hewes is still active in the business and is daily at his desk.

MICHIGAN

North Branch, Mich.—The Producers Ass'n has bot the elvtr. of Geo. Kelly.

Bronson, Mich.—We have bot the entire business including the elvtr., coal bins, grist mill, warehouse and store of Wm. Monroe & Son and are engaged in all of the lines.—R. G. Hooping-garner, mgr. Bronson Co-op. Ass'n.

Orleans, Mich.—The elvtr. of M. L. Stout burned Feb. 25 with a loss of \$15,000. It is known that the fire started on the first floor. This is the fourth fire on the same site, the fires occurring Feb. 18, 1917, Mar., 1918, and just a year ago.

WILKES & HETTELSATER

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Jackson, Mich.—The Wagner White Co. has doubled its capital stock. It is now \$120,000.

Grand Rapids, Mich.—Tausend & Maloney, who recently went thru bankruptcy, are reported to be engaged in the grain business again.

Detroit, Mich.—Harry B. Simmons, who has been seriously ill for some time, is reported on the highway to recovery and his friends hope to see him back at his desk at an early date.

Detroit, Mich.—New officers of the Board of Trade are: H. C. Carson, pres.; R. L. Hughes, 1st vice-pres.; W. R. Jossman, 2d vice-pres., and F. Wm. Lichtenberg, F. T. Caughey, G. Hulett, T. W. Swift, Fred W. Blinn, H. B. Simmons, A. S. Dumont and C. R. Hutson, directors.

Hastings, Mich.—The Hastings Co-op. Elvtr. Co. has let contract for a new concrete and vitrified tile elvtr. to Chas. E. Moninger. The elvtr. will be 38x110 ft. and 70 ft. high and will have a capacity of 18,000 bus. divided into 10 bins, varying from 800 bus. to 2,400 bus. in size. The basement is 9 ft. in the clear and has a capacity of 25 cars. Equipment will include cleaner, hopper scale, automatic scale, corn sheller, cob and grain crusher, and all other up-to-date machinery. The house is fireproof, having concrete foundations, floors and roof. The main walls are of vitrified tile with steel reinforcing and cement. Doors and windows will be of steel fitted into steel and concrete frames. The office will contain private rooms for mgr. and bookkeeper, directors room, customers room and toilet rooms. There will also be large warehouses, and a double driveway, in one of which will be a 10 ton truck scale with type registering beam. Work is progressing rapidly and at the present time all of the material is on the ground and the excavation completed. Basement walls are now being set. The elvtr. is to be completed for the handling of this year's crop.

MINNESOTA

Kasota, Minn.—Hubbard & Palmer recently installed a 5,000-bu. corn drier.

Waseca, Minn.—The Farmers Elvtr. & Merc. Ass'n has installed a new feed mill.

Hector, Minn.—Halquist Bros. have bot the Victoria Elvtr. from V. H. Smith, prop.

Duluth, Minn.—The W. S. Moore Grain Co. has increased its capital stock to \$500,000.

Eyota, Minn.—The Co-op. Co. has recently completed an office which is connected with the driveway.

Stewart, Minn.—A. E. Pearson has succeeded C. P. Sieckert as mgr. for the Farmers Co-op. Elvtr. Co. here.

Duluth, Minn.—J. N. McKindley has applied for membership in the Board of Trade on transfer from Geo. Dion.

Withrow, Minn.—Farmers Co-op. Elvtr. Co. incorporated for \$10,000 by R. A. Wagner, James Greenwalt and others.

Silver Lake, Minn.—The elvtr. of Anthony Navratil burned recently with a total loss. It will probably be rebuilt.

Lake Crystal, Minn.—Our company has been organized with a capital stock of \$25,000. Geo. E. Austin is sec'y.—Farmers Co-op. Elvtr. Co.

Lake Crystal, Minn.—We are to have a Farmers Elvtr. Co. here but it has not been decided as to whether it will build here this season or not.—Greenleaf Milling Co.

Duluth, Minn.—M. M. McCabe is now a member of the arbitration com'te of the Board of Trade, filling the vacancy created by the election of W. W. Bradbury to the directorate.

Red Wing, Minn.—W. H. Befort has taken his son into business with him and the company will be operated as W. H. Befort & Son. The company operates the former Danielson Elvtr.

Westport, Minn.—The report that the Westport Milling Co. would form a Farmers Elvtr. Co. to build an elvtr. is erroneous. Mail addressed to the Westport Milling Co. is returned "Unclaimed," and John Hines, agt. for R. L. Smith, writes: "Hardly think farmers will organize, at least not for some time."

MINNEAPOLIS LETTER.

P. P. Quist, state weighmaster, has just completed his 20th year in that capacity.

Stephen L. Cobb, sec'y-treas. of the Sheffield Elvtr. Co., operating Elvtr. "K," is ill in a local hospital.

Friends and acquaintances of Mr. and Mrs. A. H. Poehler helped them to celebrate their silver wedding anniversary Feb. 26.

Henry Nicolin is seriously ill with pneumonia but is reported to be out of danger. He is cash grain salesman for the Fraser-Smith Co.

R. J. Henderson, formerly associated with his father, R. J. Henderson, Sr., in Winnipeg, has opened an office in the Corn Exchange and will conduct a general grain merchandising business. Since coming to this city he has been connected with F. J. Seidl.

John Kraft, for 46 years with the Washburn-Crosby Co. at the company's "A" mill, was the honor guest of the employees and officers of the company at a banquet, Feb. 28, on his retirement from active service at the age of 66 years.

James C. Geggie, who was in the grain business at this market since 1903, died Mar. 5, at the age of 49. He had been associated with the E. S. Woodworth Co. for the last 18 years and prior to that was in the grain business at Duluth. Since 1911 he has been pit trader for his company. He is survived by his widow and 3 sons.

Paul A. Smith, traffic mgr. for the Pillsbury Flour Mills Co., dropped dead while dancing in the assembly room of the company's club rooms Feb. 26. Acute indigestion was given as the cause of death. He was 44 years old and had been with the company for 26 years. He is survived by his wife and two children who were at Palm Beach, Fla., at the time of the tragedy.

ST. PAUL LETTER.

A bill has been introduced in the Senate by Senators G. A. Turnham and H. H. Bonniwell, prohibiting the shooting of quail before Oct. 15, 1925.

S. F. 630 introduced by Senator Sageng, asks for annual appropriation of \$25,000 for the eradication of the black rust bearing barberry. The matter is in the hands of the finance com'te.

Senator A. J. Rockne, chairman of the Senate finance com'te, has introduced a bill to make the weights and measures departments of the state, self sustaining. The Railroad and Warehouse Commission is authorized to draw up schedules.

The house and senate com'tes have recommended for passage the bill calling for old state grain grades in preference to the Federal grades now in force. The house marketing com'te wants to see the old grades in force by Aug., 1921.

The senate agriculture com'te took up the anti-futures bill for consideration Mar. 9. This passed the house, 110-18, and may be slightly amended in the senate. Senators attended house public hearing on the measure, so a quick report is expected.

MISSOURI

Iantha, Mo.—Geo. Wolf is now mgr. for the Farmers Elvtr. Co.

Kahoka, Mo.—Kilkenny & Wiss have succeeded C. A. Killkenny.

Brunswick, Mo.—Robt. L. Carter is now mgr. for the Farmers Co-op. Elvtr. Ass'n.

Curryville, Mo.—We have sold our elvtr. to Downing & Brown.—Hendrix & Lemon.

Hamburg, Mo.—We sold our elvtr. to Gillett & Co. of St. Louis.—H. J. Serb Grocery Co.

Waverly, Mo.—The Farmers Elvtr. Co. is organizing to buy the elvtr. of W. A. Guenther.

Helena, Mo.—I have succeeded Carl Andrews here. He is now at Carden.—J. H. Campbell.

Bonnot Mill, Mo.—We have sold out and are no longer in the grain business.—Alex Verdot & Co.

Langdon, Mo.—The Fairfax Grain Co. does not operate here as reported in the new Missouri List.

Clarksburg, Mo.—The Farmers Elvtr. Co. has succeeded A. C. Yountz.—M. H. Foster, Farmers Elvtr. Co.

St. Joseph, Mo.—Mail addressed to the Stanton Grain & Hay Co. is returned marked, "Moved—left no address."

Farmington, Mo.—The Reuter Milling Co. has moved its elvtr. from this station to Flat Rock.—Farmington Milling Co.

Platte City, Mo.—Platte City Co-op. Elvtr. Ass'n organized for \$50,000 by J. L. Collins, treas. of the new company.

Lockwood, Mo.—We may build here some time later but not at present.—E. L. Theurer, mgr. Farmers Grain & L. S. Co.

Halls, Mo.—We have not let contract for an elvtr. yet but hope to do so by Apr. 1.—C. L. Hessman, sec'y Hall Elvtr. Co.

Troy, Mo.—F. A. Walton has resigned as mgr. of the Farmers Elvtr. Co. and will go to Belleville, Ill., where he will manage an elvtr.

Bogard, Mo.—We are considering the installation of a grain blower loader in our elvtr.—H. E. Fretz, mgr. Farmers Union Merc. Co.

Dutzow, Mo.—The Producers Grain Co. has succeeded Nagel & Kuenzel. Roesner & Schopp operate the other house here.—John A. Roesner.

Macon, Mo.—The Macon Milling Co. has discontinued business and we are the only elvtr. operators here.—Chas. Burkhardt, prop. Macon Elvtr.

La Due, Mo.—I am now mgr. for the La Due Grain & Supply Co.—Otto Volkimann, formerly mgr. for the Farmers Equity Grain & Supply Co., Appleton City.

Smithville, Mo.—The Smithville Co-op. Grain & L. S. Co. has been organized with a capital stock of \$50,000 by N. M. McDaniels, E. R. Streeter and others.

Madison, Mo.—The Farmers Elvtr. & Exchange Co. has been organized here with a capital stock of \$10,000. An elvtr. will ultimately be erected but not at once.

Butler, Mo.—The Farmers Co-op. Elvtr. Co. has reorganized and is again operating under new management. It had been reported near financial ruin some time ago.

Clarksdale, Mo.—I am not shipping grain this year. Only one elvtr. here and it belongs to Wm. Duwart who operates as the Clarksdale Elvtr. Co.—C. M. Werhnenberger.

Greenridge, Mo.—Fred E. Ream, who is now our mgr., was formerly with James S. Ream Sons of this place. Our elvtr. has just been remodeled.—Farmers Elvtr. & Trading Co.

Centertown, Mo.—W. A. Edmonds, of Concordia, has bot an interest in the Mahan Mill & Elvtr. Co. and will be mgr. K. I. Mahan and R. H. Stark will retain their interests in the company.

Columbia, Mo.—The reports to the effect that the Peoples Milling Co. would build a new elvtr. and mill here are erroneous. The company here is known as the Broadway Milling Co. L. J. Coulson is mgr.

Conway, Mo.—We have bot the feed mills, elvtr. and flour and seed warehouses here and will improve same. The feed mill is operated as the Conway Feed Mill but is owned by us.—Conway Milling Co.

Gorin, Mo.—We do not have an elvtr. here at all. The only one is owned by the Gorin Elvtr. Co.—Farmers Produce Co. (The Farmers Co-op. Co. is listed in the new Missouri list at this station and is in error.)

Lathrop, Mo.—We gave possession of our elvtr. Mar. 1 to Frank Guyton and will discontinue our retail business, but we will continue to buy and ship grain under the firm name of Sellers & Son.—Sellers Grain Co.

Liberal, Mo.—We are the only dealers here where we have been located for 30 years. We will probably install a new sheller this spring.—Lipscomb Grain & Seed Co. (The new Missouri list names the Farmers Exchange as Dealers here also.)

Independence, Mo.—The May Grain Co. is overhauling its elvtr. and will install 3 cleaners, feed mill, chain drag, automatic scale and dump, oat clipper, wheat scourer, hopper scale, motors and other transmission machinery. The cleaners are one each for corn, cracked corn and for other grain.

Appleton City, Mo.—M. D. Grider is still in business here and I cannot understand why mail addressed to him should have been returned. I have resigned as mgr. for the Farmers Equity Grain & Supply Co. and am now mgr. for the La Due Grain & Supply Co. at La Due.—Otto Volkimann, La Due.

Hannon, Mo.—We are still in the grain business here but have only a warehouse on track. There are no elvtrs. here and no one else handling grain. The Lipscomb Grain & Seed Co., of Liberal, occasionally buy a car of grain and stores it in an old barn where it stores hay.—Bicknell & Co.

Burlington Junction, Mo.—I have had a serious accident. I was driving a nail into a hedge post when it flew out and cut my left eye wide open. I am again engaged in the grain business with my brother at this station and at Dawsonville, (Burlington Jct. p. o.). We operate as the Adkins Bros. Grain Co.—Mark M. Adkins.

Marston, Mo.—The only public grain warehouse here burned Feb. 27. It was owned by Hawkins & Robbins to whom we sold it in 1919. They may rebuild but nothing is definite. No other regular grain dealers, elvtrs. or warehouses here.—L. L. Barnes Estate.

Altenburg, Mo.—We have discontinued the firm of C. G. Mueller & Sons and are now connected with the Star Flour Mills, Zabel & Son, prop., at New Albany, Ind. There is no elvtr. here at present.—Henry F. Mueller, New Albany, Ind. (The old plant burned April 1 of last year and reports have been current that both the mill and elvtr. would be rebuilt.)

Sedalia, Mo.—The vocational agriculture boys in the high schools of Hughesville, Green Ridge, Lamonte and Smithton are being mobilized by their instructors and County Agent C. M. Long for a campaign to burn the borders and fence rows while the chinch bugs are still dormant. When it is understood that chinch bugs did \$20,000,000 worth of damage to Missouri crops the proposed campaign is timely and worth while. In almost every county in the state a concerted plan has been outlined to carry on similar campaigns.—P.

Rushville, Mo.—The Rushville Elvtr. Co. has been organized here with a capital of \$30,000. Directors are: E. H. Browning, N. H. Woolston, William Buntin, J. W. Paris, Charles F. Winkler, George C. McClain and Byron Redmon, all of Rushville. The company will erect a 25,000-bu. concrete, fireproof elvtr. between the Rock Island and Burlington tracks with docks on each side. The contract for the erection of the building will be awarded next month and it is intended to have it completed in time for the 1921 harvest. At a meeting of the directors, to be held soon, an expert will be engaged as mgr. The Rushville company is the first co-op. organization of farmers in this county formed for handling grain.—P.

JEFFERSON CITY LETTER.

A bill to charge 1½ per cent tax on gross sales of grain and produce probably will be defeated.

The Scale Test Car bill has passed the house. The bill provides for a test car with proper equipment to test all scales, and asks free transportation for it over all railroad lines in the state.

The administration agricultural bill consolidating 68 departments under one head and abolishing the job of James T. Bradshaw, state grain and warehouse commissioner, passed Mar. 1 in the house.

M. F. Dowd, formerly a member of the Missouri Board of Agriculture, says "it is not proper to put the grain department under domination of an agricultural department, where farmers might be tempted to class all wheat, for instance, as No. 2, despite the fact that the quality of some of it would entitle it to be graded as no higher than No. 4." He asserts that 75 per cent of the grain inspected in Missouri is from other states.

G. A. Moore, George S. Carkener, H. P. Seward, Henry J. Smith and James N. Russell Feb. 24 attended the senate hearings on legislation affecting grain exchanges, particularly a bill which would make it compulsory for boards of trade to amend their constitutions to permit farmers co-operative ass'ns to hold membership. The bill has already passed the house. Three members from St. Louis and two from St. Joseph were also at the hearings.

The Missouri senate com'te on agriculture reported favorably Feb. 25 on the 3 bills by which various co-operative farm organizations are attempting by legislation to force membership for their organizations into Kansas City Live Stock Exchange, the Kansas City Board of Trade and similar bodies throughout the state. One bill declares all live stock markets throughout the state to be public markets, another all grain markets and the other all produce markets.

The senate com'te on agriculture has reported favorably on the bill to consolidate the various state agricultural institutions, the grain inspection and warehouse department and the immigration bureau. Representatives of the Missouri Grain Dealers Ass'n are protesting the matter vigorously in so far as the grain inspection department is concerned. D. L. Boyer, sec'y of the ass'n, says that the men who pay for the inspection and who are vitally interested in the department are opposed to absorption of the department as proposed.

KANSAS CITY LETTER.

Wm. J. McNeil has applied for membership on the Board of Trade.

W. C. Kreger has been admitted to membership in the Board of Trade.

Harry G. Stevenson was suspended from the Board of Trade, Feb. 28, for 10 days for alleged delay and irregularities in connection with returns on 2 cars of consigned grain.

Efforts are being made to organize a Missouri Warehousemen's Ass'n and a temporary organization was formed at a meeting of warehouse operators of the state held in this city recently. C. C. Leonard is temporary chairman.

The Midwest Farmers Terminal Grain Agency is now being organized by elvtr. men in Kansas and Missouri. It will have a capital stock of \$1,000,000 and headquarters will be in this city with branch offices in Salina and Hutchinson.

The Kaul Milling Co., with offices at this market, has been placed in the hands of receivers on petition of K. I. Pottinger of this city and W. T. Downer and Louis Miller of Alva, Okla., all 3 being stockholders. Judge Pollock has appointed Albert Newman of this city and Dr. Caton of Glen Elder, Kan., as receivers. Assets, exclusive of the Kansas property of the company at Glen Elder and Rosedale, are \$77,289, and liabilities are \$358,289. The company has been re-organized by the receivers with Dr. Caton as pres. and Ray Green as sec'y. It is alleged that there has been some mismanagement in the conduct of the company's affairs and the Kaul interests are said to have retired.

The A. T. & S. F. railway has heretofore provided that on traffic from west of the Missouri river given transit privileges at Kansas City, no absorption of switching charges would be made at Kansas City except that such charges would be absorbed on grain (only) from C. B. & Q., C. G. W. and U. P. points transited at Kansas City and reshipped direct to Galveston, Texas City or Port Bolivar for export. Effective March 14, in supplement 12 to their tariff 7555-F, it has extended the exception mentioned above to include traffic originating on all lines where thru rates are in effect, given transit at Kansas City and reshipped direct to Galveston, Texas City or Port Bolivar for export.—W. R. Scott, transportation commissioner, Kansas City Board of Trade.

ST. LOUIS LETTER.

The rate of interest on advances for the month of March is 7%.

We have moved from the Rialto Building and are now located in the Merchants Exchange Building.—Kellogg-Huff Commission Co.

Fred Wiedmer will take over the Merchants Exchange membership of his brother, John Wiedmer, who died recently, and will re-enter the grain business which he deserted for politics some years ago.

On March 1st, the Terminal Elvtr. located on Terminal Railroad at East St. Louis, Ill., was sold by George Harsh and P. W. Harsh, doing business as the Terminal Grain Co., to A. H. Beardsley and T. M. Scott, who will operate it under the firm name of Terminal Elvtr. Co. The Terminal Elvtr. has a capacity of 100,000 bushels, with 2 legs and contains 26 bins. It is operated by electricity. It is located on a city square of ground, 600x125 ft., has two private tracks, also a spur of the Terminal R. R., affording a total of forty cars trackage. It has access to all lines entering both St. Louis and East St. Louis. Mr. Beardsley is pres. and Mr. Scott, sec'y of the Picker & Beardsley Com. Co. of St. Louis.—Terminal Elvtr. Co.

MONTANA

Wibaux, Mont.—H. H. Cummings is now mgr. for the Wibaux Co-op. Elvtr. Co.

Cascade, Mont.—W. C. Boeke is now mgr. for the Cascade Milling & Elvtr. Co.

Highwood, Mont.—The Farmers Elvtr. Co. has bot the elvtr. of the Farmers Co-op. Ass'n. O. A. Tachache is mgr.

Hysham, Mont.—We will start rebuilding our elvtr. about June 1. The Treasure State Elvtr. Co. will also build here this summer.—C. A. Veiths, agt. Montana Grain Growers.

Ismay, Mont.—The Farmers Elvtr. Co. has bot the plant of the Camp Crook Milling Co. at Camp Crook, S. D., and will, after making repairs and improvements, operate it.

NEBRASKA

Alda, Neb.—E. L. Thelan has leased the elvtr. of the Farmers Elvtr. Co.

Shestak (Wilber p. o.), Neb.—We are building an elvtr. here.—Crete Mills, Crete.

Walthill, Neb.—The Farmers Elvtr. Co. incorporated for \$30,000 by F. E. Young and others.

Beverly, Neb.—We will let contract for a new elvtr. soon.—Irving Magonan, Beverly Equity Exchange.

Hildreth, Neb.—R. D. Cole, of Lamar has succeeded Wm. Keyser as mgr. for the Farmers Elvtr. Co.

De Witt, Neb.—G. R. Klien, who has been mgr. for the Farmers Elvtr. Co. for 17 years, has resigned.

Oakdale, Neb.—The Torpin Grain Co. has sold its mill at Petersburg and is now out of the milling business.

Crete, Neb.—We have completed a new 1,000-bbl. concrete mill and concrete storage tanks here.—Crete Mills.

Sawyer, Neb.—I have quit the grain business.—P. O. Johnson, former agt. for the Nye Schneider Fowler Co.

Adams, Neb.—I am now agt. for the Central Granaries Co. here.—H. M. Miller, formerly mgr. for Farmers Union Elvtr. Co. at Sterling.

Bloomfield, Neb.—The Farmers Union Elvtr. Co. has increased its capital stock to \$50,000. Louis Eggert now has charge of the entire business of the company.

Hastings, Neb.—G. L. & W. C. Fisher, who recently formed a partnership to deal in wholesale grain and mill feed, are operating as the Fisher Grain Co. with offices in the Madgett Building.

Daykin, Neb.—M. A. Osborne has bot an interest in our company and will become mgr. Apr. 1. I am undecided as to what I shall do then.—I. S. Draucker, mgr. Daykin Grain & Supply Co.

Trenton, Neb.—According to our present plans we will not build an elvtr. this year.—Krotter & Wellet, successors to F. C. Krotter. (Mr. Krotter was reported to be about to build an elvtr. here.)

Broken Bow, Neb.—As the city is going to pave the streets this summer, the railroad company wants to put in more tracks and this may require the relocation of the elvtrs.—C. E. Sheppard, agt. Central Granaries Co.

Loomis, Neb.—I have bot the elvtr. of the Bodman-McConaughty Co. here and it will be operated as Sells & Rector. I am still with C. B. Seldomridge as mgr. at Holdrege, have been with him since 1903, and mgr. of the elvtr. for 26 years.—A. G. Rector, Holdrege.

Wauweta, Neb.—The brick mill of the Wauweta Mills, Inc., burned at midnight Feb. 26 and is a total loss. The stock on hand also destroyed, including 576 bus. of wheat, 546 bus. of corn, 261 bus. of barley, 17,000 lbs. of bran, 50,000 lbs. of shorts and 16,000 of middlings. Also 600 bbls. of flour.

Hersey, Neb.—The elvtr. of the Leyboldt & Pennington Co. was shoved part way around and off of its foundations by a freight car which left the tracks during switching operations and hit the corner of the elvtr. The elvtr. is practically a total wreck as the building is twisted and the machinery is broken.

Lincoln, Neb.—The Osterman resolution declaring the week of Apr. 4 to 11 "Corn Meal" week in the state, passed the house unanimously Feb. 24. The idea is to encourage the use of corn meal and other corn products for a week in an effort to boost the corn markets and assist in emptying some of the farmers' bins.

OMAHA LETTER.

Omaha, Nebr.—A. E. Priest, formerly traveling representative for the Adams-Reitz Grain Co., has succeeded J. R. Reitz, who resigned. The firm will continue to operate under the old name with Mr. Priest as sec'y-mgr. and J. A. Niles, of Dalton, Neb., as traveling representative succeeding Mr. Priest.

Emil Rothschild, pres. of the Rothschild Grain Co., was found dead in the kitchen of his home at 6:30 a. m. Mar. 2. All the gas jets in the room including those on the gas stove were open and the dead man had left several notes on the table. One of them said that he felt that he was "absolutely broke." It is known that he had lost close to \$500,000 in the last few months, but it is believed that his estate is still solvent. He has been in ill health for some

time suffering from a nervous breakdown. Mr. Rothschild was formerly in charge of the office of the company at Atlanta, Ia., but when the office was closed Sept. 1, he announced his retirement from active business. The future delivery business of the company there was taken over by E. Lowitz & Co., altho the grain company continued in the cash grain business. Friends say that the ups and downs of the market had a marked effect on him at all times, and he had lately told business associates that he had lost heavily. His life insurance amounted to about \$175,000, but \$50,000 will be void as the policy contained a suicide clause. He is survived by his aged parents in Germany, a brother in the Argentine and by his wife and 6-year-old son. He was about 46 years old and was a member of the Grain Exchanges of this city and Lincoln and the Board of Trade of Chicago. He was born in Hamburg, Germany, and owned a great estate there, where his father and mother still live. He visited them last May.

NEW ENGLAND

Cambridge Mass.—The Somerville Hay & Grain Co., Inc., has been formed with a capital stock of \$3,000.

Boston, Mass.—Catlin Bros. announce that they did not suffer any loss thru the failure of Chas. F. Marden.

Boston, Mass.—The Chamber of Commerce is vigorously supporting the campaign for the daylight saving plan which became a law last year but for which a repeal is sought.

Boston, Mass.—The Boston Flour & Grain Club held its annual dinner Mar. 4. Alex S. McDonald is pres. and Warren G. Torrey, treas. of the grain board of the Chamber of Commerce, is vice-pres.

Wilmington, Vt.—We have incorporated as the Deerfield Valley Grain Co. and I am pres. R. L. Brown is treas.—P. Z. Whitney. (The company will also operate at North Adams, Mass., and has a capital stock of \$40,000.)

NEW MEXICO

Dedman, N. M.—We are the only regular dealers here. Scoopers are active.—D. C. Ewing Grain Co.

Mosquero, N. M.—The Mesa Co-op. Ass'n has bot a site and will build an elvtr. in time to handle this year's crop.

Dedman, N. M.—We have completed our new 10,000-bu. elvtr. on the At. & S. F. R. R. We operate it as a branch of the Shattuck, Okla., firm.—D. C. Ewing Grain Co. (The White Star Co. had the contract for the elvtr.)

NEW YORK

New York, N. Y.—Martin M. Mandel has been appointed receiver for the Harry G. Gere Co. recently reported bankrupts.

New York, N. Y.—Geo. R. Ellin is now with Knight & Co. here. He formerly represented Blythe & Bonner on the Produce Exchange.

Buffalo, N. Y.—A hearing of the petition of Geo. E. Pierce for discharge from his debts will be held Mar. 29 in the U. S. District Court.

New York, N. Y.—The first meeting of the creditors of the Alexander Hinchuk Co., Inc., will be held Mar. 17 in this city to appoint a trustee, prove claims, etc.—Seaman Miller, referee in bankruptcy.

Hamburg, N. Y.—The report that J. W. Woodruff would put his elvtr. and mill into operation was erroneous. A direct report from John Schoepfer says: "No elvtr. here. Only 2 small custom and feed mills. Buffalo only 10 miles away and all grain goes there."

NORTH DAKOTA

Milnor, N. D.—The elvtr. of the Andrews Grain Co. burned recently and is a total loss.

Finley, N. D.—A 10-h.p. Fairbanks Engine has been installed in the elvtr. of the Cargill Elvtr. Co.

Cuyuga, N. Y.—I am expecting to go out of the grain business this year.—E. Erlandson, mgr. Farmers Elvtr. Co.

Bismarck, N. D.—A bill abolishing all Non-Partisan League activities with the exception of the mill and elvtr. which has been partially built at Grand Forks, has been introduced in the House.

Cooperstown, N. D.—We have organized for the purpose of operating our farms and raising livestock and will not engage in the grain business as reported. Will not build an elvtr.—Stokka Bros.

Orr, N. D.—A decision has been reached in the case of the Farmers Elvtr. Co. vs. the State Bank of Gilby, which involved the ownership of storage tickets amounting to \$2,700 issued by the grain company to F. L. Gordon who has disappeared.

Drake, N. D.—The deficit in the operation of the state-owned mill and elvtr. here has been announced as \$32,000 instead of \$17,000, the amount previously stated, in a report made by an auditing firm of Minneapolis to the industrial com'n.

Sydney, N. D.—Chas. Vaughn, of Edgeley, has bot the elvtr. of the Farmers Elvtr. Co., which he has been operating under lease for the last year. Harry E. Scott is mgr. Mr. Vaughn has also leased the Deisem Farmers Elvtr. at Franklin Spur (Nortonville p. o.), and an elvtr. at Nortonville.

Bismarck, N. D.—The sessions of the state legislature ended Mar. 5, and to many the results are disappointing. Very little active legislation went the whole route. About the only thing touching the grain trade was a co-op. act which passed. It permits farmers' organizations to pool their crops under the com'te of 17 plan.

Grand Forks, N. D.—We have not made any changes or improvement at our own elvtrs. but recently made some extensive improvements in our power plant, replacing the old Corliss engine with a new 500 KW steam turbine and electric generator so that our plant will now be run entirely by electricity generated from our own steam plant.—J. L. Ryan, mgr. Russell-Miller Milling Co.

Underwood, N. D.—Three elvtrs. at this station burned Mar. 2 and are a total loss. The b'aze started in the elvtr. of the Dodge Elvtr. Co. and spread to the elvtrs. of the Kellogg Commission Co. and the Farmers Elvtr. Co., the total loss amounting to \$100,000, which is partially covered by insurance. The Dodge Elvtr. contained 25,000 bus. of wheat and the Farmers Elvtr. 15,000 bus. The Kellogg house was empty. Hard fighting saved 3 other elvtrs. and several warehouses adjacent to the burning buildings.

OHIO

West Rushville, O.—Snyder, Ruff & Holliday succeeded Dilger & Snyder, Feb. 26.

West Alexander, O.—J. H. Shumaker is now mgr. for the Co-op. Equity Co. here.

Spencerville, O.—L. Black has succeeded J. J. Kraft as mgr. for the Farmers Union Co.

Fort Loramie, O.—Alfred W. Baxter has failed and Sam'l Interrieden has been appointed receiver.

Lorain, O.—The Farmers Co-op. Elvtr. Co. has been granted a switch track by the N. Y. C. to the site of its new elvtr.

Ansonia, O.—Peoples Grain Co. incorporated for \$10,000 by E. C. and M. E. Wright, G. W. and L. M. Mannix, Jr., and J. Cole.

Cincinnati, O.—Ralph Gray & Co. have moved into new offices in the Neave Building. The firm was formerly in the Mitchell Building.

Oberlin, O.—The Oberlin Elvtr. Co. incorporated for \$50,000 by W. H. Walker, F. S. Coosier, A. G. Mills, S. Nash and J. E. Ford.

New Washington, O.—We are successors to Gottfried & Spillette. I am mgr.—A. M. Heydinger, New Washington Equity Exchange Co.

Grove City, O.—The mill and elvtr. plant of C. L. Easley burned recently with a loss of \$80,000. About 4,000 bus. of wheat and several hundred bags of flour were destroyed.

Cleveland, O.—J. E. Heniken, who has been chief inspector at this market for nearly 15 years, is tired and wants a rest. He has resigned his office and a new inspector will be appointed later.

North Auburn, O.—The North Auburn Equity Exchange Co. has succeeded Gottfried & Spillette here and now own the elvtr. which was previously operated by the above for the Sneath Cunningham Co.

Cincinnati, O.—The gambling plea failed Henry A. Marks Mar. 3 when the court gave judgment in favor of W. E. Hutton & Co., brokers, whom he sued to recover \$9,600 lost in speculation. Mr. Hutton testified that the orders were executed on the Chicago Board of Trade in the regular way.

Amherst, O.—The Farmers Elvtr. Co. will take over the plant of the Amherst Supply Co., Mar. 15, '21. We will not build a new elvtr. or install new machinery at present but will make a few minor repairs and improvements. F. B. McQueen is pres. and Geo. K. Atyeo mgr. of the company.—J. E. Whiton, sec'y-treas., Route 2, Elyria.

Loudonville, O.—The grain business of Wm. E. Nau is in the hands of M. James, as receiver, and Mr. Nau has disappeared. The Journal reported Mr. Nau out of business Aug. 18 of last year. J. J. Welch, assignee, writes, Mar. 3: "The W. E. Nau property, consisting of a 30,000-bu. elvtr. equipped with all modern appliances, will be sold at private sale Apr. 1."

Mansfield, O.—The Mansfield Elvtr. & Milling Co. will be hereafter known as the Federal Mill & Elvtr. Co. with offices both at Mansfield, O., and Lockport, N. Y. The personnel of this organization is as follows: H. M. Witbeck, chairman of the board, Lockport; F. J. Lingham, pres., Lockport; L. C. Chase, vice-pres., Lockport; E. H. Flinchbaugh, sec'y, Lockport; W. P. S. Johnson, treas., Lockport; F. N. Barton, ass't treas., Mansfield; and J. E. Deckard, elvtr. mgr., Mansfield. The consolidation, which becomes effective Mar. 1, includes the Mansfield Elvtr. Co., the Mansfield Milling Co., and the Federal Milling Co. of Lockport and Camillus, N. Y. The business of the combined companies will be handled as it has in the past with the exception of the sales department which will be handled from Lockport.—The Mansfield Elvtr. Co., John F. Deckard, mgr.

OKLAHOMA

Enid, Okla.—G. C. Rhodes is the new federal inspector at the Enid Grain Exchange.

Stafford (Clinton p. o.), Okla.—J. E. Robinson is buyer and mgr. for the Clinton Milling Co.

Mountain View, Okla.—The Farmers Co-op. Ass'n now operate a studded elvtr. built by the White Star Co.

Fairmont, Okla.—W. M. Randels has installed a Trapp Dump in his elvtr.—F. H. Seel, mgr. W. B. Johnston.

Gotebo, Okla.—The Farmers Co-op. Co. has installed a new engine. The White Star Co. had the contract.

Catoosa, Okla.—The Farmers Mill & Elvtr. Co. now operates a new studded elvtr. built by the White Star Co.

Washington, Okla.—The Gibbons Elvtr. Co., of Purnell, has bot the elvtrs. of H. Wells at this station and at Cole.

Newkirk, Okla.—We will install a new electric motor or buy a larger one.—G. M. Wilson, mgr. Sun Grain & Export Co.

Oklahoma City, Okla.—C. B. Cozart, now a director of the Chamber of Commerce, is the grain representative of that body.

Canton, Okla.—The Farmers Elvtr. Co. will build an elvtr. here within the next year.—J. F. Moore, agt. Sun Grain & Export Co.

Clinton, Okla.—The Nelson Grain Co. has completed installation of new machinery. The White Star Co. was in charge of the work.

Orienta, Okla.—No elvtr. will be built here this year altho the Cherokee Mills Co. will probably do some repair work.—Grant Webster, mgr. Cox-Henry Grain Co.

Capron, Okla.—M. DeGranger is now mgr. for the Farmers Co-op. Ass'n succeeding E. E. Watson, who is now mgr. for the telephone company at Kiowa, Kan.

Checotah, Okla.—Officers of the recently incorporated Checotah Mill & Elvtr. Co. are W. J. Marlin, pres.; W. I. Cook, vice-pres.; J. A. Hurt, treas.; and J. H. Young, sec'y.

Ketchum, Okla.—The elvtr. of Clint R. Spradling, containing a large amount of grain, burned Feb. 24, with a loss of \$8,000. Insurance on grain and building amounts to \$5,000.

Frederick, Okla.—Our new 50,000-bu. elvtr. is finished and running nicely. It is equipped with 500-bu. Howe Hopper Scale, 1,000-bu. Monitor Receiving Separator, 500-bu. scouter and clipper, power shovel, car puller, Trapp Dump, manlift and 25-h.p. motor. We have 775 ft. of private track on the Wichita Falls & Northwestern Railroad, and also have connection to the Frisco. We have a 28-ft. square tile office and a 10-ton Howe Truck Scale.—E. O. Billingslea Grain Co. (The White Star Co. had the contract.)

Chattanooga, Okla.—I am increasing the capacity of my elvtr. to 15,000 bus., by adding 5,000 bus. new storage. Will only do repair work on my elvtr. at Hollister.—G. G. Black.

Perry, Okla.—The Perry Mill & Elvtr. Co. is installing oil burners. It has completed two 280-bbl. concrete underground tanks for the storage of oil which will be used as fuel.

Hooker, Okla.—The Bidwell Grain Co. has bot the elvtr. of J. S. Wiegel, who just completed the house. It has a capacity of 30,000 bus. and will be managed by G. H. Bidwell, formerly with Logan Bros. at Kansas City, Mo. Mr. Wiegel will retire from the grain business.

Guymon, Okla.—The Light Grain & Milling Co. has let contract to the Wenzholz Constr. Co. for a new 30,000-bu. elvtr. on the site of the Miller Warehouse. The elvtr. will be equipped with a 10-ton automatic scale and dump and up-to-date elvtr. machinery. A two-room brick office will also be built. This is the 6th elvtr. built by this grain company, which has headquarters in Liberal, Kan. The other houses are at Liberal, Kan., Tucumcari, N. M., and Tyrone, Hooker and Beaver, Okla. J. L. Pate, formerly mgr. of the Equity Exchange, will be mgr. here.

Elk City, Okla.—The mill, elvtr. and warehouse of the Farmers Milling & Supply Co. burned recently with a loss of about \$40,000. The insurance on the building was \$20,000 and on stock \$9,000. The mill had been in operation until midnight on the day of the fire which was discovered at 5 a. m. and it is that that a hot box caused the blaze which started in the basement housing the motors. A. C. Comstock was mgr. and part owner of the plant. A loaded car of wheat still on the side track and two empty cars waiting to be loaded were pushed to safety. The company will continue business in its office and the one warehouse saved. The coal bins were also saved. The company will rebuild at once.

OREGON

Madras, Ore.—I am not working for the D. M. Clark Co. here at present. Am located at Eugene.—S. Young.

Portland, Ore.—The Eagle Flour Mills bot out W. R. Bagot & Co. last spring and Mr. Bagot became pres. of the company. He resigned last December, but still retains his interest as a stockholder.

PENNSYLVANIA

Pittsburgh, Pa.—Hughes & Dier and the J. Rosenbaum Grain Co. have applied for membership in the Grain & Hay Exchange.

PHILADELPHIA LETTER.

The Parker Commission Co. and Fisher & Nolan have applied for membership in the Commercial Exchange.

Chas. Schaal, a member of the Commercial Exchange since 1890, died Feb. 24 at the age of 63. For the last 35 years he has operated an elvtr. on the Pine Street Wharf.

The Girard Point Elvtr. Co. and the Philadelphia Grain Elvtr. Co. have announced that they will not receive orders for drying of corn to 12% moisture content on and after Mar. 1.

SOUTH DAKOTA

Freeman, S. D.—Farmers are organizing an elvtr. company to be run on the co-op. plan and will build another elvtr. if plans carry well.

Richmond (Aberdeen p. o.), S. D.—The Richmond Equity Exchange is in the hands of a receiver and the elvtrs. will be sold soon. Roswell Bottom has been appointed receiver.

Sioux Falls, S. D.—A. C. Wettlach is the new field sec'y of the Farmers Grain Dealers Ass'n of this state. He was formerly mgr. for the Farmers Elvtr. Co. at Harrisburg.

Reliance, S. D.—At present I am in charge at the elvtr. of the McVan Elvtr. Co. Frank Trumbo, mgr., is at a Mitchell, S. D., hospital where he has had an operation performed.—L. V. O'Neill.

Meckling, S. D.—The elvtr. of H. Westere was moved 17 ft. and pushed off of its foundation recently when a freight car jumped the track and struck it. The house is a complete wreck and is considered a total loss. It was an old elvtr. and was on the right of way. The railroad company has ordered its removal and it is alleged refuses to allow damages for it. Mr. Westere is reported to be about to start suit for the loss of the house.

SOUTHEAST

Brunswick, Ga.—P. W. Fleming & Co. are successors to The Fleming Brokerage Co.

Valdosta, Ga.—Alex. Bealer has engaged in the grain, hay and feed brokerage business here.

Norfolk, Va.—The city of Norfolk has employed the Folwell-Ahlskog Co. to prepare plans for a large grain elvtr. to be of concrete construction.

Decatur, Ala.—The Lyle Taylor Grain Co. is in the hands of a receiver, Mr. Ottomoles, who is operating the plant in an effort to get the company on its feet again.—L. C.

Decatur, Ala.—The following firms are no longer in the grain business here: W. W. Garnett, Hedrick Brokerage Co., Decatur Mill & Elvtr. Co., Scruggs & Echols and W. G. Stillman.

Atlanta, Ga.—The business of the Taylor Commission Co. is being continued as before by the creditors, under the control of four trustees, and it is hoped in the course of time to liquidate all indebtedness.

Atlanta, Ga.—W. E. Sterkley & Co. suffered a loss amounting to several thousands of dollars recently when their warehouses containing stocks of grain and flour burned. The company is now doing business from a new office in the Healey building.

Richmond, Va.—The Grain Exchange has installed an inspection department fully equipped with all of the apparatus required for the proper inspection of all grain as required by the U. S. Dept. of Agriculture. Walter F. Green, a licensed federal inspector, is in charge. The office is in the Grain Exchange Building.

TENNESSEE

Covington, Tenn.—D. C. Moore has recently bot the interest of J. G. Owen in the Owen & Moore Grain Co. and will continue the business himself.

Carthage, Tenn.—Creditors of the Lancaster Grain Co., W. H. Fisher and W. H. Fisher & Bros., have been notified by the Chancery court to present their claims against the company on or before July 22, 1921.

Memphis, Tenn.—The Gillespie Grain Co. is a new firm at this market. Frank J. Gillespie, formerly with the Delta Flour & Feed Co., is owner of the new company. He has applied for membership in the Hay & Grain Ass'n.

NASHVILLE LETTER.

E. C. Hawkins and the W. R. Woodruff Grain Co. are out of business at this market.

Grain interests here have asked the Board of Transportation to build a terminal elvtr. on the river. Freeland, Roberts & Co. have the plans for a warehouse drawn but are advising against building an elvtr. addition. Think a separate building for bulk grain should be put up. No action has yet been taken and plans are held up until the decision is made.

TEXAS

Plainview, Tex.—This city now has a licensed grain inspector.

Amarillo, Tex.—This city now has a federal licensed grain inspector.

Happy, Tex.—P. J. Neff has accepted his new studded elvtr. from the White Star Co.

Stevens, Tex.—The Texhoma Elvtr. Co. has a new studded elvtr. built by the White Star Co.

Texline, Tex.—H. M. Harris has succeeded B. L. Kinsey as our mgr.—Equity Union Exchange.

Archer City, Tex.—C. A. Calvert has installed new machinery. The White Star Co. did the work.

Spearville, Tex.—The Farmers Elvtr. Co. has installed new machinery. The White Star Co. did the work.

Margaret, Tex.—The T. L. Hughston Grain Co. has a new studded elvtr. The White Star Co. did the work.

Friona, Tex.—John Gischler has installed a new engine in his elvtr. The White Star Co. had the contract.

Kaffir, Tex.—The W. C. Cowan Grain Co. has a new studded elvtr. The White Star Co. had the contract.

Texico, Tex.—The Western Trading Co. has completed a new studded elvtr. The White Star Co. did the work.

Venus, Tex.—The Venus Mill & Elvtr. Co. incorporated for \$30,000 by W. J. Alexander, C. E. Gidden and O. M. Renfro.

Amarillo, Tex.—Great West Mill & Elvtr. Co. incorporated for \$600,000 by Frank Kell, J. C. Mytinger and E. R. Humphrey.

Palestine, Tex.—The Farmers Co-op. Society has been incorporated by J. C. Wright, J. C. Moore and others. No capital stock.

Lockney, Tex.—W. O. Stark let contract to the White Star Co. for the installation of new motors. The work has been completed.

Gaylord, Tex.—The Cozart Grain Co. is operating a new studded elvtr. built by the White Star Co. An engine has been installed.

Floydada, Tex.—The South Plains Grain Co. operates a new studded elvtr. equipped with motors. The White Star Co. had the contract.

Austin, Tex.—The McKinstry Grain Warehouse burned Feb. 22 with a loss of \$10,000. A large amount of grain was stored in the building.

El Paso, Tex.—O. J. Allen has succeeded Clairbourne Adams, who died Jan. 26, as gen. mgr. for the Globe Mills. He was formerly ass't mgr.

Hereford, Tex.—E. W. Harrison has completed his new studded elvtr. He uses motor power and the house was built by the White Star Co.

Lockney, Tex.—The Lockney Coal & Grain Co. and L. Floyd now operate studded elvtrs. built by the White Star Co. Electricity runs both houses.

Tyler, Tex.—The Farmers Co-op. Society has been incorporated without capital stock. Interested are R. W. Waterman, J. E. Hogan and G. W. Walker.

Foard City, Tex.—The elvtr. of the T. L. Hughston Grain Co. is a new one built by the White Star Co. It is of studded construction and is operated by an engine.

Spearman, Tex.—New machinery was installed in the elvtrs. of the Cozart Grain Co. and the Bolin Hall Grain Co. by the White Star Co. which had the contract.

Marshall, Tex.—Louis Salter and Emil Hahn have bot the interests of Chas. J. Sparr, pres. and mgr. of the Sparr Cereal Co. Mr. Sparr is retiring on account of ill health.

Orange, Tex.—Altho we have a new office in the Richelieu Building, we will maintain our old warehouse at Front and 1st street.—Bruce H. Carter, mgr. Orange Grain Co.

Fort Worth, Tex.—E. B. Wooten, sec'y of the Grain & Cotton Exchange, is receiving congratulations and passing cigars in honor of E. B. Wooten, Jr., who arrived via the Stork Line, Feb. 19.

Perryton, Tex.—A new engine has been installed in the elvtr. of the Bolin Hall Grain Co. by the White Star Co. J. A. Dillon also had his elvtr. repaired and an engine installed by the same company.

Hamlin, Tex.—W. E. Hunter, who was for several years mgr. for the Hamlin Mill & Elvtr. Co. and who resigned last summer to engage in business for himself, is again in his old position. J. Van Steenwyk, pres. of the company, who has since personally conducted its affairs, will again open an office in Stamford where he resides.

Muleshoe, Tex.—The elvtr. here has changed hands twice recently. Jesse Elrod and E. P. Rogers, operating as the Muleshoe Elvtr. Co., sold first to H. E. Rogers and G. P. Kuykendoll who formed the Texas Elvtr. Co. to operate the house. Chas. Ramey and Joe Wilkerson bot the elvtr. from this company and it is now operated as the Bailey County Elvtr. Co.—Ray Griffiths, mgr. Bailey County Elvtr. Co.

Stamford, Tex.—J. Van Steenwyk, who for the past several months has conducted the affairs of the Hamlin Mill & Elvtr. Co. of which he is pres. in person, has again opened an office in Stamford and in connection with his son, D. E. Van Steenwyk, will do a general grain business under the firm name of the Van Steenwyk Grain Co. The firm will be a charter member of the newly organized Stamford Cotton and Grain Exchange. W. E. Hunter has resumed his former position at Hamlin.—J. Van Steenwyk.

UTAH

Ogden, Utah.—E. R. Alton, formerly mgr. of the company's office at Salt Lake City, has succeeded J. H. Barnhart as mgr. for the Globe Grain & Milling Co.'s big plant here.

WASHINGTON

Seattle, Wash.—W. F. Jahn & Co. suffered a loss of \$5,000 or more when some miscreant gained entrance to their garage and completely wrecked the engines in their 7 big motor trucks which they use for hauling grain.

Centralia, Wash.—The Boyd-Conlee Co. has petitioned the city council for permission to build a frame elvtr. within the fire limits. The new house would replace an old frame building now on the site and would be 50x30 ft. on the ground and 75 ft. high including the 25-ft. cupola. Before the permit can be issued the city will have to pass a new ordinance if its decision is favorable to the plan.

Seattle, Wash.—Bills providing that in sales of soft red winter, common white and white club wheat no discount shall be made on account of the test weight, if the grain weighs 50 lbs. or more, have been introduced in the legislatures of this state and in Oregon. The bills also fix the discounts for wheat weighing less than 58 lbs. This is in the opinion of many an illegal attempt to regulate the price of wheat which does not grade No. 2 or over.

WISCONSIN

Rio, Wis.—The Rio Produce Co. has succeeded the Rio Co-op. Warehouse.

Merrill, Wis.—The Lincoln Milling Co. will enlarge and improve its plant this summer.

Necedah, Wis.—The Necedah Commission Co. incorporated for \$5,000 by C. L. Loersch, A. G. Steinbach and E. F. Berry.

Hilbert, Wis.—The Farmers Elvtr. Co. has bot the seed warehouse and business of Theo H. Runte and will carry on a seed business in addition to the grain business.

Van Dyne, Wis.—The Van Dyne Milling Co. incorporated for \$25,000 by Geo. Meyer, Wm. G. Krug and H. Kraemer. The company will engage in the grain and milling business.

Neillsville, Wis.—J. L. Kleckner has bot the elvtr. of the Farmers Elvtr. Co. and will operate it in connection with his flour and feed business under the name of the Kleckner Elvtr. Co.

Appleton, Wis.—Our new corporation, The Willy Co., is overhauling the plant and will increase the capacity of the mill. A. L. Nichols of Nichols is pres. of the company and promoted the deal. H. E. McEachron is vice-pres. and will have charge of the mill. Marie Zigenhagen is sec'y-treas. and office mgr.—The Willy Co. (Mr. McEachron was formerly in the grain and milling business at Wausau but has not been active in that line there for the last 6 years.)

MADISON LETTER.

Senate Bill 120, introduced in the senate by Senator Kliest, has been referred to the com'te on state affairs. The bill relating to storage of food products is as follows: Any county, city or village however incorporated may establish and operate plants or other facilities for the, and shall have full power of, purchase, sale, storage and distribution of food products. For the purposes of this section any county, city or village may purchase, lease or acquire lands, buildings, plants or equipment, to erect and construct buildings and to equip and maintain the same and by tax levy or the issue of bonds to provide the necessary means to give full effect hereto.

A joint resolution (No. 18), introduced in the Assembly by M. Stolarski, provides for the acquisition and operation of storage houses, warehouses and grain elvtrs by the state. It has been referred to the state com'te and reads in part as follows: The state shall never contract any debt for works of internal improvement, or be a party in carrying on such works, but whenever grants of land or other property shall have been made to the state, especially dedicated by the grant to particular works of internal improvement, the state may carry on such particular works, and shall devote thereto the avails of such grants, and may pledge or appropriate the revenues derived from such works in aid of their completion. Provided that the state may appropriate money in the treasury or to be thereafter raised by taxation for the construction or improvement of public highways; and provided that the state may appropriate money for the purpose of acquiring, constructing and operating storage houses, warehouses and grain elevators.

Assembly Bill No. 25, introduced by Mr. Catlin, relates to the promotion of economy and efficiency in marketing by authorized cities to engage in the sale and distribution of food products and fuel, and to set up corporations of the nature of public utilities to deal exclusively in such articles. It has been referred to the com'te on municipalities.

Kansas Farmers Grain Dealers Ass'n at Hutchinson.

The 9th annual program of the Farmers Co-operative Grain Dealers Ass'n of Kansas was held at Hutchinson Feb. 23, 24 and 25, the several sessions being held in various buildings in order that different sectional meetings might be conducted at the same time.

In addition to the general meetings, the directors of the several companies composing the ass'n were allotted a special session, and the managers held two meetings.

At the first of the managers' sessions J. V. Harkrader, of Pratt, acted as chairman. Among the several subjects which came up for discussion was that of the regular audit, the consensus of opinion appearing to be in favor of a semi-annual audit and in opposition to a quarterly audit, altho certain advantages of the latter plan were pointed out by the speakers. Sheldon Frey, of Fowler, led the discussion on this subject.

Prof. L. A. Fitz, of the State Agricultural College, Manhattan, announced the short course in grain grading, elevator accounting and the study of the customs of the grain trade to begin March 21 and to continue for perhaps 10 days at the College. A fee of \$10 is to be charged for this course.

On the previous day a grain judging contest had been held at the Board of Trade. In this contest a number of samples of wheat were displayed and contestants were required to judge of their proper grade and classification. Chas. W. Schull, supervising inspector for the Kansas State Grain Inspection and Weighing Department announced the following winners: 1st, W. L. Smith, Radium, 48% correct; 2nd, J. F. Moyer, Seward, 46% correct; 3rd (a tie) Mr. Anderson, Bucklin, and Mr. Newforth, Heizer, 44% correct. The average of correctness for all contestants was 27%.

W. L. Dunbar, Haviland, suggested that if a contest be held at the next annual meeting the samples be confined to grain grown within the state of Kansas. He said that it was not fair to use samples grown elsewhere because there would be some with which Kansas managers are not familiar.

Mr. Shull stated that care had been exercised in the selection of the samples used in the contest, and that each had been taken from a car of grain that actually grew in Kansas. He said, also, that with a very few exceptions the samples were of straight hard wheat, and that in all of those which were graded as mixed the predominating class was hard wheat.

Considerable discussion was brought out by the "How Shall We Get Proper Scale Inspection?" No recommendations were made to the general convention.

Branching out from the talk on scale inspection, certain speakers referred to the practice of railroad companies in the removal of real or apparent overloads from cars passing over their track scales while in transit. The objection to the conduct of this work seemed to center on the methods followed by the Rock Island at Pratt. Many of the managers from stations west of that point took part in this discussion. Mr. Dunbar said that, altho railway officials have said the weighing is always done with the car at rest and uncoupled, he has been told by the men who do the work that the cars are not uncoupled and the engine seldom stopped.

Mr. Harkrader said that he has frequently been asked by the Rock Island agent at his town to reduce the weight of an overloaded car by taking out some of its contents, but

that he does not have an opportunity to know whether an overload actually exists. He explained that when such a request is received by him the grain is hauled from the car in a wagon and the railroad is paid for it at the prevailing wagon price that day.

Owen L. Coon, of Chicago, was to have read a paper on "Railroad Claims," but he was not present.

On Friday the following officers were elected: Pres., J. B. Brown, Larned; vice-pres., G. D. Estes, Hutchinson; sec'y-treas., R. E. Lawrence, Hutchinson.

There are 9 directors of the ass'n, 3 to be chosen each year. The following were elected directors for the next 3-year terms: M. H. Rice, Delphos; O. M. Findley, Kiowa; and E. O. Tharp, Protection.

Hairy Vetch for Soil Improvement.

Hairy vetch is a valuable legume for green manuring and for general soil improvement in the states bordering the lakes, the Atlantic and the Gulf, according to L. W. Kephart and R. McKee of the U. S. Dept of Agriculture.

Heretofore one of the greatest troubles encountered in handling hairy vetch seeds was that certain cereal crop seeds could not be separated from vetch by the ordinary seed separator. This difficulty has largely been obviated by the use of a spiral vetch separator, a most efficient piece of machinery.

Formerly the bulk of the seed was imported from the Baltic Provinces of Russia and from northeastern Germany. In December 1920 only 44,000 bus. of the seed came thru United States ports compared with 91,000 bus. in December 1919.

In the United States Michigan has become the principal producer. In the five year period 1915-19 Michigan produced 1,000,000 lbs. annually or more than one half the seed used in this country.

The investigators of hairy vetch say in their report "Hairy vetch seed production has proved successful in practically all localities where the crop can be grown."

Grain Reserves Smaller Than Last Year.

Washington, D. C., Mar. 10.—Stocks of wheat in country mills and elevators Mar. 1 aggregated 81,946,000 bus.; compared with 117,050,000 bus. in store on Mar. 1 last year, or approximately 30% less, according to an estimate made public today by the U. S. Dept. of Agriculture.

Visible supply, including that on farms, also estimated, was placed at 320,000,000 bus.; compared with a visible supply reported on Mar. 10, 1920, of 338,000,000 bus.

TRADING in wheat for July delivery on the Chicago Board of Trade is expected to start March 28.

RICE GROWERS of the Pacific Coast may again borrow from the banks. The U. S. District court at San Francisco on March 2 set aside the temporary injunction restraining any borrowing.

TO FIGHT FUNGI development in the growing crops thruout the British Empire the Imperial Buro of Mycology has been established at London, Eng. Viscount Harcourt is to have charge of the com'te on management.

THE FORDNEY emergency tariff bill failed to get the retiring president's approval, and the vote to pass it over the veto failed by 201 to 132, not being the necessary two-thirds.

Loss on the operations of the state operated Drake Mill & Elevator Co. at Drake, N. D., is reported as \$17,668.31; according to a report made to the industrial commission, Minneapolis auditors, however, state the loss is \$32,000.

Adulteration and Misbranding.

Under the Food & Drugs Act the following judgments were recently rendered in the United States District Courts for the Bureau of Chemistry:

The Preston Shaffer Milling Co., Athena, Ore., was alleged to have mixed bran with a product while the label "Shorts" deceived the purchaser. The court ordered the product released provided it be used in the manufacture of mixed feed.

The Union Seed & Fertilizer Co., Monroe, La., labeled the products "Protein not less than 41% and crude fiber not more than 12%," whereas they were found to contain but 38.94% protein and 12.78% fiber. A fine of \$50 and costs was imposed.

The Louisiana Cotton Oil Co. of Shreveport, La., was charged with shipping misbranded cottonseed meal and cake which was not plainly and conspicuously marked with the weight on the outside of the packages. The court imposed a fine of \$50.

The Ritter Hennings Co., Louisville, Ky., branded feed 6.07% of fat, 23.85% of protein, and not more than 7.87% of fiber, and gluten meal, coarse bran, feed meal, middlings, beef scraps, ground bone meal, and alfalfa meal. Analysis showed 10.39% of crude fiber, 20% of protein, and 3.30% of ether extract, or fat; corn and wheat bran tissues, starch, alfalfa, muscle fiber, bone, corn gluten meal, and about 15% of oat hulls and weed seeds. The defendant pleaded guilty and was fined \$50.

The Stillwagon Food Manufacturing Co., St. Louis, Mo., claimed certain curative and therapeutic effects would result from the use of a feed. Misbranding was charged because the information was false and fraudulent. When no claimant appeared for the property the court ordered it destroyed by the United States marshal.

The Searcy Oil & Ice Co. of Searcy, Ark., labeled the products protein 38.60% and crude fiber 12%, whereas analysis showed the presence of 14.75% crude fiber and 37.19% protein. The court imposed a fine of \$75 and costs.

The Red River Oil Co. of Alexandria, La., claimed meal contained 38.55% protein, crude fiber 12% and equivalent nitrogen 6.17%, whereas the analysis showed the presence of 15.11% crude fiber, 37.18% protein and 5.95% equivalent nitrogen. Misbranding was also charged because weight of the meal was not plainly and conspicuously marked on the outside of the packages. The court imposed a fine of \$50 and costs.

The Nutriline Milling Co., of Crowley, La., labeled feed to contain not less than 7% protein, not less than 2% fat and crude fiber not more than 19%, whereas, analysis showed 25% crude fiber. The defendant pleaded guilty.

The Natchitoches Cotton Oil Co., Natchitoches, La., claimed meal to contain protein from 38.62 to 41%, crude fiber from 8 to 12%, whereas analysis showed the presence of 34.31% protein and 13.92% crude fiber. The court imposed a fine of \$50 and costs.

The Brownsville Cotton Oil & Ice Co., Brownsville, Tex., was alleged to have shipped misbranded and adulterated cottonseed meal. Analysis showed the presence of 38.8% protein. Adulteration was charged because the article purported to be cottonseed meal containing not less than 41% protein. Misbranding was charged because the packages were not plainly and conspicuously marked with the contents. The defendant entered a plea of guilty.

The C. A. Gabrill Manufacturing Co., Baltimore, Md., was alleged to have mixed bran into middlings labeled "Patapsco Wheat Middlings and ground re-cleaned screenings not exceeding mill run." Upon the defendant consenting to the entry of a decree the court issued an order of condemnation and forfeiture and ordered that the product be released upon the execution of a bond and upon payment of the costs of the proceedings.

The Rudy-Patrick Seed Co., of Kansas City, Mo., was alleged to have shipped feed in violation of the Food & Drugs Act. Misbranding was charged because the feed contained less than 65% carbohydrates and more than 3% fiber while bearing a label claiming 65% carbo and 3% fiber. Adulteration was charged, because limestone had been mixed with the feed. Upon the defendant confessing judgment thru its counsel the court imposed a fine of \$60 and costs.

The Chicago Heights Oil Manufacturing Co., of Chicago, Ill., was alleged to have shipped, misbranded and adulterated meal cake into Ohio. Label on the cake claimed it to be "unscreened flaxseed," whereas, it was found that ground screenings oil cake had been substituted therefor. The Bureau of Chemistry in an examination found the product contained weed seeds and screenings. A plea of guilty to the information was entered in behalf of the defendant and the court imposed a fine of \$25 and costs.

A WHEAT SELLING AGENCY to control the sales of wheat in Oregon, Washington, Montana and Idaho was organized at Spokane, Wash., on Mar. 2 by representatives of the wheat growers ass'ns in the four states. Sales will be in charge of trustees from each interested state having 10,000,000 bus. of wheat or less under contract. States having more than this amount under contract will be allowed additional trustees. The organization will be known as the Northwest Wheat Growers Ass'n.

AGRICULTURE IN GERMANY is in a bad way, simply because they have no horses. Heavy losses in the war and practical discontinuance of breeding in order to save food, has destroyed the work stock almost entirely. Even if there were horses, few would have money to buy them. Many are working by hand,—turning over the sod with spades,—men, women, boys and girls. Others fortunate enough to have plows hitch on whatever live stock they have, a cow and a horse, a cow and a yearling, a cow and a mule,—some of the queerest combinations I ever laid eyes on. These conditions are not local, they're general. A man plowing with a cow hitched to his implement and his woman leading the cow. Harnesses of rope or anything that will hold together. Fortunate indeed is the man with a good yoke of oxen, said P. M. Chappel on his recent return from Germany.

Improved Bracing of Tile Partitions.

To avoid the cracks common to some styles of tile storage tanks an arrangement or the partitions had been devised by Halver R. Straight, and on which he has been granted letters patent No. 1,367,929. The inventor states that this design "avoids the difficulties of construction and wide spaces between the adjacent blocks that are ordinarily present in the construction of reinforced hollow tile walls of this kind in arcs of small diameter."

Figure 1 herewith shows a vertical, central, sectional view thru an elevator on the line 1-1 of Fig. 2.

Fig. 2 shows an enlarged, central, horizontal, sectional view.

Fig. 3 shows a top or plan view with the roof removed, and

Fig. 4 shows an enlarged, detail view, partly in section, illustrating the means for connecting one of the segmental partitions with the adjacent side wall.

The several bins or compartments are formed by building two segmental partition walls 12 and 13 extending from points near one side of the elevator to points near the other side, the outer circumference of each of these partition walls 12 and 13 being spaced apart from a central line through the elevator. These partitions are formed of hollow tile with metal reinforcing wires or rods between the courses thereof.

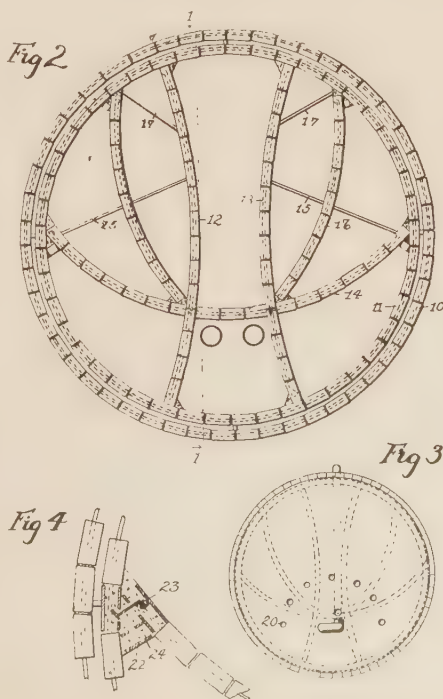
Another partition wall 14 has its ends united to the circular wall 11 at points approximately at right angles to a central line through the elevator between the partitions 12 and 13. This wall is also of hollow tile reinforced arch construction, and its central portion stands midway between the center of the elevator and the circular wall thereof. This arrangement of the three partition walls 12, 13 and 14 is such that they mutually support and brace each other, and also brace and support the outer wall, and the tile thereof are each laid in arc-shaped courses of relatively large diameters, so that thin mortar joints may be provided between the tile.

By using the partition walls made on the hollow tile, reinforced arch principle, and being laid in arcs of large diameter, the construction work may be readily and easily accomplished, and tight-fitting joints made, and at the same time great strength to the structure is attained because of the manner in which the partition walls overlap and abut and reinforce each other.

The entire structure is so arranged that when the partition walls are made of single layers of hollow tile, any one bin may be completely filled, and one or more adjacent bins may be emptied, and yet the structure will have sufficient strength to withstand such strain, because if the pressure is upon the outer surface of any arch, the arch itself will be sufficient to resist the strain. If the excessive pressure is on the inner side of any arch, the reinforcements thereof will be sufficiently strong to withstand the strain.

The inner or concave face of every curved partition wall is connected by some tie means, either the rods 15, or 17, or one of the other partition walls, with some supporting means, so that every curved partition is tied and thus reinforced against outward pressure against it.

TOLEDO, O.—We haven't a bad liver, nor are we dissatisfied with the world at large. We cannot refrain however, from grumbling at some of the statements sent over the wires by fellows we regard as "high ups" in the grain trade. Allow us to quote some we've seen lately: "I have information that I cannot reveal which I believe will result in a bad break." Another: "This wheat is the stuff with the wind in it." Still another: "When this wheat starts to break it'll be like a ball—go down so fast one will be unable to catch it." Is it any wonder, with predictions worded as those above, that the buyer of grain, flour and other things hesitates?—J. F. Zahm & Co.



Improved Bracing of Tile Partitions.

Supply Trade

A BUSINESS reporting agency finds that 84% of the business concerns which failed in 1920 were non-advertisers. Draw your own conclusion.

PITTSBURGH, PA.—The Westinghouse Electric & Manufacturing Co. has announced that a 15% reduction in all wages would become effective March 1. Competitive conditions and a decrease in the volume of business is given as the cause for the reduction.

MINNEAPOLIS, MINN.—Chas. F. Haglin, formerly of Haglin & Stahr, elevator builders, died at Long Beach, Calif., Feby. 23. He designed and constructed the first reinforced concrete tanks erected in this country for the Peavey Elvtr. Co., at Duluth.

PORTLAND, ORE.—Peter Hedstrom, who was associated with L. Buege, Minneapolis, building grain elevators, has organized the Hedstrom Construction Co., and opened an office here. The new company will specialize in designing and building grain elevators.

TOLEDO, O.—Valuable information on the loss to the country shipper in four months on corn is given in a circular recently issued by the O. W. Randolph Co. This circular, which also shows an effective means of preventing this loss will be sent to Journal readers who write requesting it.

MINNEAPOLIS, MINN.—Chester Simmons, who in 1881 opened the Minneapolis branch of the Bemis Bro. Bag Co. died at Winter Park, Fla., Feb. 26. Mr. Simmons held the position of manager in the company here until four years ago, however, he retained a large share in the company and considerable interest in its management to the time of his death.

WASHINGTON, D. C.—Delay in getting applications for patents thru the Patent Office has led to suggestions that the inadequate force be increased. This is based on a misconception that the patent office guarantees the inventor any protection. The office simply serves as a record, and its letters patent are of no real value until tested in the courts. The inventor is wiser to rely on a capable and honest patent attorney who will have a search made of the prior art to determine the patentability of his invention before embarking on a venture that may lead to heavy expense.

ROGER W. BABSON, the statistician, says: "during the last year or so many concerns have been swamped with business. In most cases they were oversold. At that time we advocated setting aside an advertising reserve fund instead of plunging into business publicity that was not needed. The turn has come. The present problem is how to get enough orders to keep the plant operating. This is the situation for which the advertising reserve fund was provided. Clients are advised to draw upon these reserves to develop business and to help avoid closing down or radically curtailing production."

NEW YORK, N. Y.—As a result of an exhaustive secret investigation conducted by Wm. Rand and I. Kressel, special assistant U. S. district attorneys, 74 cement corporations and 42 individual members of what is said to be a cement trust were indicted March 1, by a federal grand jury on a charge of violating the Sherman anti-trust law. Arraignment will be made shortly. Among the corporations named are Alpha Portland Cement Co.; Atlas Portland Cement Co.; Lehigh Portland Cement Co.; Atlas Cement Securities Co.; Giant Portland Cement Co. and the Universal Portland Cement Co. The government alleged that the combination had been brought about through the activities of the five or six dominant cement companies in the

country, and that their influence in the trade has been so great as to make it an easy task either to persuade or coerce the other cement companies to follow their lead.

WASHINGTON, D. C.—More than 15,000 letters of inquiry were recently sent out by the Chamber of Commerce of the U. S. to wholesalers, jobbers, commission merchants and retailers asking them certain questions regarding their present overhead expenses and what they are doing to reduce them. The replies are about evenly divided on the question: "Have you reduced your advertising space?" A number of merchants report a reduction, while some say they are a bit more careful in the placing of their advertising. A surprisingly large number of merchants report that they have increased their advertising appropriations. They point out that advertising is a means of sales promotion, which should be pushed at this time, especially.

Cement Monopoly Attacked.

"Cement is no longer an item of barter and sale, sold freely in the market, but instead is controlled by the manufacturers up to the moment it is actually employed in construction work. The combination has so effectually maintained uniformity of price, divided territories, limited output, and regulated the class and character of customers who might buy cement, and the purpose to which cement might be applied, as in effect to exclude cement from the ordinary channels of trade and commerce," said U. S. Attorney Wm. Rand at New York Mar. 1.

The federal grand jury indicted 74 corporations and 40 individuals on allegations that "The building industry is always kept cement hungry. Cement dealers are not allowed to contract for a future period exceeding 15 days. Some of the more reprehensible of these trade practices are what is known as delivery prices, arbitrary trade base, specific job contract and warehouse delivery." The government alleges the combination had been brot about by the activities of the 5 or 6 dominant cement companies. Among the corporations named are: the Alpha, Atlas, Giant, Lehigh, and Universal Portland Cement Co., and Atlas Cement Securities Co. The indictments contain two counts, one alleging combination and restraint of trade, and the other, attempts to monopolize.

Bids Asked for the Construction of Elevators in South Africa.

The South African Railways & Harbors Administration is inviting tenders for the construction of a terminal grain elevator at Cape Town to have a capacity of 30,000 tons; and another at Durban to have a capacity of 42,000 tons, according to Vice Consul Pissar of Cape Town. Tenders have been asked also for the construction of 34 country elevators which will have capacities ranging from 1,800 to 5,800 tons.

The design and specifications of the two terminal elevators are shown in 150 drawings which are open for inspection at the office of the High Commissioner for the Union of South Africa, 32 Victoria Street, London, Eng. A complete set of the terminal elevator drawings may be secured by making a deposit of £100.

Drawings showing the construction of the country elevators are also on file at the London address and may be secured upon the deposit of £20.

Contractors who submit bona fide drawings and documents will be entitled to a complete return of their deposits. Tenders are to be lodged in London by noon May 2.

A. L. GOETZMANN, La Crosse, Wis., has been re-elected pres. of the Millers' National Federation.

Elevator Builders Organize.

A group of Grain Elevator Contractors and Builders from various parts of the Middle West met at the Coates House, Kansas City, on Feb. 25th, and organized the National Grain Elevator Builders' Ass'n. The object of forming this association is to promote the building of better elevators to the mutual advantage of the contractor and the owner.

The association will include in its membership only such builders as are qualified by experience and reputation to design and build good elevators to the complete satisfaction of their operators. This will protect owners from dealing with unsrupulous or inexperienced builders, whose services are much more expensive in the long run than those of builders who are certain to build a serviceable, fool-proof elevator. Its promoters believe that by the various responsible contractors working together to this end, they can eliminate many of the evils now present in their business, and place it on a better footing with the public.

After perfecting a temporary organization, and electing officers, committees were appointed on membership, constitution and by-laws, and publicity which will report at the next meeting when a permanent organization will be formed. This meeting will be held in Omaha, on April 11, 1921. The following officers were elected:

Pres.—Mr. A. C. Rynders of the Star Engineering Co., Wichita, Kans.

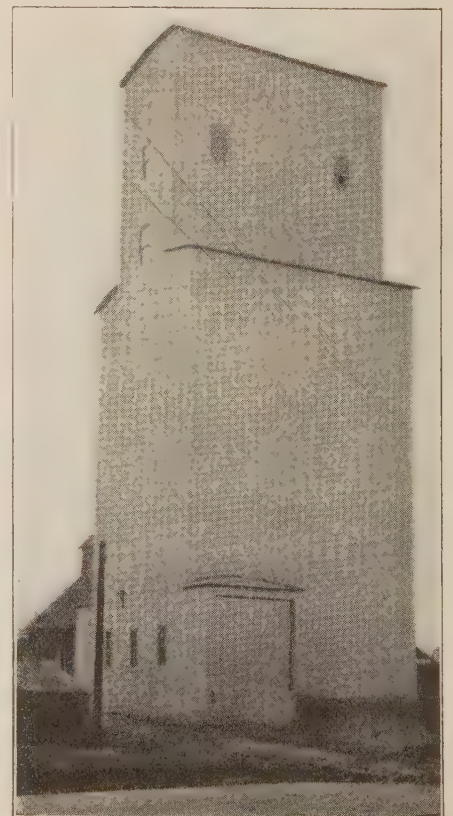
Vice Pres.—Mr. Walter D. Kaucher of the Frank Kaucher Co., Kansas City, Mo.

Sec'y.—R. M. Van Ness of the R. M. Van Ness Const. Co., Omaha, Nebr.

New Elevator at Augusta, Ill.

The Augusta Farmers Elevator Co., which was organized two years ago and purchased the elevator and warehouse of C. E. Dawkins at Augusta, Ill., soon found that its business required more up-to-date equipment and has erected the 35,000-bu. house shown herewith.

A special dump for auto-trucks was put in. In the cupola is all the machinery, which is controlled from the work floor below, and includes a cleaner made by the Union Iron Works and a Richardson Automatic Scale.



New Augusta, Ill., Elevator.

Seeds

INDIANA'S pure seeds bill has passed the legislature.

GREENRIDGE, Mo., Feb. 28.—Grass seed sales have been large.—F. E. Ream.

KNOX, IND.—Earl Hunnicutt has started a wholesale and retail seed business in this city.

A SEED bill introduced into the Nebraska legislature would prohibit trading in uncleaned seeds.

MECHANICSBURG, O.—The Wing Seed Co., in the hands of D. J. Burnham, receiver, is reported for sale.

ST. LOUIS, Mo.—The Kellogg-Huff Commission is now located in its new offices in the Merchants Exchange Building.

LAWRENCEBURG, TENN.—The Remke Seed & Grain Co. has established a seed business in this city in charge of A. R. Remke.

COUNTY AID in the purchase of seed is provided for in a bill which passed the last session of the North Dakota Legislature.

MONTESANO, WASH.—The Stiles-McCoy Co. has been organized and a wholesale seed and implement business will be conducted.

RUTHVEN, ONT.—J. O. Duke, in the seed business here, is installing a Randolph Drier for the purpose of drying his seed corn.

CLAYTON, N. M.—Mail addressed to the H. Herzstein Seed Co. of this city has been returned marked "Unclaimed—Out of Business."

ROLLA, KAN., Mar. 4.—Kafir and milo are moving out of here on the average of one car a day.—G. McEwen.

FETERITA (Hugoton p. o.), KAN., Mar. 4.—Considerable kafir and milo remain in this section.—W. P. Kliesen.

VALUE OF SEED exhibits is shown in the increased business being reported by Jacobson Bros., De Pere, Wis., who won a 1920 local corn contest.

SAN FRANCISCO, CAL.—Beans in store at this market on March 1 amounted to 157,131 sacks compared with 330,454 sacks in store on March 1, 1920.

MINNEAPOLIS, MINN.—The Minnesota Farm Buro on March 6 announced that it had closed a contract for 6060 lbs. of clover seed at a cost of 20 cents per lb.

MORGANTOWN, W. VA.—The Morgantown Seed Co., has been incorporated for \$100,000 by E. W., J. H. and G. C. Channel, W. M. Sommers and others.

THIEVES do not stop at money these days. On Feb. 25 the office of the Weston Grain Co., Weston, Ill., was broken into and 9 bushels of red clover seed were stolen.

EVANSVILLE, IND.—Chester A. Cox, for many years salesman for W. H. Small Co., wholesale seed distributors here, has resigned and has gone into another line of business.

BELLE CENTER, O.—The Healy Seed Co. has installed a Randolph Drier for the purpose of drying its seed corn. The company is now shipping considerable dried corn for seed purposes.

MECHANICSBURG, O.—D. J. Burnham, receiver of the bankrupt Wing Seed Co., has been granted permission to borrow sufficient funds to carry on the business. The assets of the concern are now placed at \$463,148.63 while the liabilities are placed at only \$318,956.53.

THE PREMIUM on No. 1 C. W. oats has been increased to 2 cents per bushel over Winnipeg May oats on date of sale, basis Fort William freights, according to an announcement made on March 2 by A. E. Wilson of the Canadian Seed Purchasing Commission. This increase is to come into effect right away and applies to 1 C. W. No. 1 seed in store at

the Canadian government elevators at Calgary, Moose Jaw and Saskatoon.

MARSTON, Mo.—A sunflower seed warehouse belonging to Hawkins & Robbins burned recently. Writing of their plans for the future, the concern says, "Will build back this year some time."

IOWA'S GRAIN and seed show held at Burlington, Ia., Feb. 11 and 12, was a great success and was very well attended. Victor Pierrot of Wever, Ia., took the prize for the best 10 ears of Iowa corn.

SEED DEALERS of Oklahoma are reporting an unusually large demand for barley seed from the cotton and corn producing sections of the South. There is no doubt of a greatly decreased cotton acreage this year.—K.

CHICAGO, ILL.—William Wilcox Barnard, pres. of the W. W. Barnard & Co., passed away at Los Angeles, Cal., today. Mr. Barnard had gone west to regain his health. He was 65 years old and was not married.

COLUMBIA, S. C.—The Capital Seed Co., recently incorporated, has started operations. A complete line of seeds is being handled. Officers of the company are Fred Marshall, pres.; H. J. Brabham, treas.; and F. S. Bishop, mgr.

"SUNFLOWER SEED should be protected by a duty of two cents per pound," is the statement of Harry C. Hensley, representing the Missouri Sunflower Growers' Ass'n, to the Ways and Means Com'te of the House of Representatives.

TOLEDO, O.—Timothy holding its own. It has been severely liquidated and should do better. Heavy deliveries on March contracts. Some dealers who accepted delivery are having the seed shipped. Others traded over to September at ruling difference. Better cash demand and liberal shipments expected from now on.—Southworth & Co.

CHICAGO, ILL., Mar. 5.—Movement of clover and timothy from Chicago since the first of the year amounts to approximately 15,660,000 lbs. or 333,000 lbs. more than last year when the movement was considered unusually large. Receipts of 12,700,000 lbs. in the same period are 6,000,000 lbs. less than the receipts in the corresponding period in 1920.

FREE SEED DISTRIBUTION provided for in the Agricultural Appropriation Bill by an appropriation amounting to \$360,000 was on Feb. 28 approved in the House by a vote of 198 to 133 when conferees on the bill were requested to see that seed item remained. On Mar. 2 the Senate passed the Agricultural Appropriation Bill containing \$320,000 provision for free seeds.

TOLEDO, O.—The Produce Exchange seed laboratory is a branch of that conducted by Mr. Benedict at Washington, D. C., as a commercial seed laboratory, which has been in existence for some time. It has no connection with the Department of Agriculture, and there is no formality required in application for tests. All that is necessary is for shippers to send samples to A. Gassaway, sec'y of the Produce Exchange, when tests will be made for purity and germination at a nominal fee.

Receipts and Shipments of Seeds.

Receipts and shipments of seeds at the various markets during February, compared with February, 1920, were as follows:

		Receipts		Shipments	
		1921	1920	1921	1920
FLAXSEED.					
Chicago, bus.	17,000	100,000	3,000	24,000	
Duluth, bus.	107,251	101,761	22,950	50,790	
Ft. William, bus.	355,595	48,058	27,645	116,682	
Milwaukee, bus.	69,340	1,720		43,560	
Minneapolis, bus.	262,050	362,040	37,050	19,700	
Winnipeg, bus.	390,225				
TIMOTHY.					
Chicago, lbs.	2,076,000	3,381,000	2,978,000	3,736,000	
Milwaukee, lbs.	210,000	343,211	299,081	162,088	
Toledo, bags	2,045	6,851	3,312	6,534	
CLOVER.					
Chicago, lbs.	2,165,000	2,557,000	1,974,000	1,619,000	
Milwaukee, lbs.	70,480	628,436	740,069	460,920	
Toledo, bags	9,367	3,649	12,531	7,036	
OTHER GRASS SEEDS.					
Chicago, lbs.	1,546,000	3,262,000	2,187,000	1,963,000	

ADVANCES FOR SEEDS are provided in regulations approved today by Sec'y of Agriculture Wallace. A total of \$2,000,000 will be loaned to farmers in drouth stricken areas in amounts not to exceed \$200 or \$2 per acre. All loans will have to be repaid by Nov. 1.

SEED SEPARATION by a new wet method has been patented by E. D. Eddy, former chief seed inspector of Canada. A liquid is used which is more dense than the lightest grade seeds and less dense than all the seeds. Seeds are placed in the liquid and by regulating its density various percentages of seed separation may be secured.

TOLEDO, O.—Clover seed favored holders this week. Many of them fearing delivery got pretty panicky last week and sold regardless of price, resulting in the lowest price for the season being made. Looks like they were badly mistaken. Market turned and been climbing ever since with the despised stuff climbing faster, going to a premium over March. That one factor about tells the story. If so much has been laying around loose, as so many predict, it's either not available or not there. The much talked about French and Italian seed does not seem available either. Looks like it will be absorbed by the seaboard states. Understand their prices are in line with ours, and not at such shocking discounts as reported early. Anyway, the situation at the moment is bullish. If the spot seed continues to move freely as now it will go higher. If demand stops suddenly prices will recede. Those who had faith and hung on to their spot seed are now cashing in.—J. F. Zahm & Co.

From the Seed Trade.

HYSHAM, MONT.—Seed for spring seeding is very scarce. Money is tight and I do not look for a large acreage planted this spring.—C. A. Vieths.

DIETERICH, ILL.—Our country is cleaned up on both timothy and redtop. Farmers not holding any seed, and very little seed is in dealers hands. Think dealers will clean up this time entirely. There will likely be a normal acreage of both Timothy and Redtop thru this section. Farmers will not bind much if prices on Timothy will not advance. They say the price is below cost of production. Very little clover grown in this locality. Seeds of all kinds moving out good and we are having the best trade we have had for many years.—J. M. Schultz.

Forage Plant Seed Imports.

Imports of forage plant seeds during January were reported in pounds by the Bureau of Plant Industry, U. S. Dept. of Agriculture as follows: Alfalfa, 6,200; Canadian blue grass, 271,000; Brome grass, none; alsike, 491,300; crimson clover, 57,900; red clover, 426,100; white clover, none; mixtures of alsike and timothy, 1,100; fescue, none; foxtail millet, none; orchard grass, none; red top, 200; rape, none; English rye grass, 445,600; Italian rye grass, 67,200; timothy, none; hairy vetch, 88,300; and spring vetch, 41,000.

Imports during January, 1920, were as follows: Alfalfa, 2,392,000; Canadian blue grass, 41,200; brome grass, 52,100; alsike, 617,100; crimson clover, 278,700; red clover, 2,855,900; white clover, 32,800; alsike and timothy mixtures, 13,500; fescue, 800; foxtail millet, 18,800; orchard grass, 423,500; rape, 1,348,400; red top, none; English rye grass, 561,100; Italian rye grass, 204,700; timothy, 1,300; hairy vetch, 154,200; and spring vetch, none.

IMPORTS of grain into France during the first ten months of 1920 were reported in quintals of 220 lbs. by the French Customs Bureau as follows: Wheat 18,740,000; oats 2,513,000 and barley 636,605 compared with imports during the corresponding months of 1919 of wheat 12,787,000; oats 3,526,000 and barley 2,617,000.

Grain Carriers

NAVIGATION on the Great Lakes is expected to open early, about April 1.

MISSISSIPPI River Navigation from St. Louis north to Alton, Ill., opened on March 1.

DEFICITS for December were reported by 15 carriers operating in all sections of the country.

PENNSYLVANIA, R. R. net income for 1920 amounted to \$87,099,620 or \$173,061 less than last year.

FOUR of the largest western carriers, the W. P., S. P., A. T. & S. F. and the N. W. P., have reduced the wages of their unskilled labor 33 1/3%.

SENATOR CUMMINS will ask that the committee on interstate commerce investigate the failure of the railroads to earn the returns expected from the rate advance.

CORN is moving rapidly out of Burlington, Ia., these days. In the week ending Feb. 26 three solid trainloads of corn amounting to 170,000 bus. left Burlington for export thru New Orleans.

PAY ROLL of American carriers for 1920 was approximately \$3,610,000,000 compared with a payroll in 1917 of \$1,739,482,142, according to figures made public by the Interstate Commerce Commission.

CONTROL of the Erie Barge Canal passed from the War Department back to the state of New York when Pres. Wilson signed a joint resolution on Feb. 28. No announcement as to the disposition of the government barges has been made.

FEDERAL CONTROL of rates was upheld Feb. 22 by the United States court at Utica, N. Y. "No local rule can nullify the lawful exercise of federal authority," the court said, "and after the Interstate Commerce Commission has made an order within its jurisdiction there is no compulsion on the carrier to comply with any inconsistent local requirements."

PROPOSED increases under the transportation act on grain, fresh meats, packing house products, lumber and petroleum between points south of the Ohio River, including the Mississippi Valley, have been suspended by the Interstate Commerce Commission. Present rates will remain in effect until the commission gives further consideration to the proposed increases.

ROGER D. PINNEO has been employed by the Port of Astoria to manage its newly created traffic and transportation department. Mr. Pinneo has been with the Pacific Steamship Co. and active in furthering the maritime commerce of the Columbia River. H. L. Tabke, as general agent, will continue as assistant in the operating and traffic departments, at Astoria, Ore.

LABOR BOARD law, federal court law and labor union law all have become involved in the wage adjustment on the Atlanta, Birmingham & Atlantic Ry. The management tried to cut wages as the road was losing money. The workers protested and the Railroad Labor Board refused to take jurisdiction pending a conference between the management and the employees. Then the Birmingham Trust & Savings Co. tried to collect a note of the company due Mar. 7, for \$90,000, and as the road could not pay Judge Sibley of the U. S. Court appointed the president of the road receiver, and has set Mar. 26 for a hearing on the wage reduction. After all has been said and done, the final arbiter will be economic law, which is that in the absence of a subsidy from the taxpayers the road will quit operation if paying the current market price for labor makes the cost of operation in excess of revenues. The men were unwilling to wait until Mar. 26 and went on strike Mar. 5.

A BILL for the repeal of the 3 per cent tax on transportation was introduced Feb. 23 by Representative Longworth. He will push the bill at the next session.

TEXAS CARRIERS have been ordered by the Interstate Commerce Commission to increase intrastate freight and passenger rates to interstate levels by April 2.

FREIGHT RATES between the United States and Cuba have been reduced approximately 25%, according to R. L. Kellar, foreign freight traffic manager of the Southern Pacific.

DISTRIBUTION OF CARS by the Minnesota Railroad and Warehouse Commission as was proposed recently in the Minnesota legislature is bitterly opposed by the Northwestern railway interests.

FIRST PARTIAL payments of the money due the carriers from the government were made on March 3 when the Great Northern received \$6,000,000 and the C. M. & St. P. received \$637,190.

IN ANTICIPATION of an announcement by the Dominion Railway Commission of reduced rail rates on grain the Board of Harbor Commissioners at Quebec is preparing for a large grain movement.

AN APPEAL to Congress passed by the Utah Legislature asking for an amendment to the Transportation Act so as to give states the control of intrastate rates was vetoed by Governor Charles Mabrey on Mar. 3.

WHILE LOADINGS on the majority of the carriers have been on the decrease the New England carriers for the week ending Feb. 12 handled 32,946 cars or 49% more than were handled in the corresponding week in 1920.

EXPORT CORN MOVEMENT thru the Paducah gateway is increasing, according to officials of the Burlington. In the last few days of February alone three trains of export corn were moved by the C., B. & Q. over that route enroute to New Orleans.

CLAIMS against the director general in connection with demurrage and storage must hereafter be filed with the Interstate Commerce Commission, according to an announcement made by the U. S. Railroad Administration.

SENATOR KENYON has introduced a bill appropriating \$50,000 to pay the freight on charitable contributions of grain to the starving Chinese. The Illinois Central and Chicago & Northwestern Railroads have offered free transportation to the American Farm Bureau Federation for its contributions.

PANAMA CANAL traffic as shown by the official record consists mainly of vessels serving the west coast of South America. Of all the boats moving thru the Canal from the Atlantic to the Pacific a tonnage of 2,273,000 went to the west coast of South America and only 403,000 tons to the west coast of the United States.

PARTIAL PAYMENT of the money due the carriers from the government, arising out of the period of federal control, is provided for in the Winslow Bill which became a law on Feb. 27, when signed by the president. The railway labor lobby in vain threatened Congressmen with defeat if they voted for the bill.

THE LIMIT OF MARCH 1 for the filing of straight overcharge claims which accrued on shipments moving during the period of federal control led to an inquiry by the Transportation Department of the Chicago Board of Trade, pointing out that refunds under transit tariffs, to the basis of thru rates authorized therein, were merely readjustments of charges and could not be classed as overcharge claims. J. J. Finerty, ass't attorney general counsel, U. S. R. R. Administration on Feb. 24, replied: "Regarding claims for protection under tariff provision of thru rates on transit shipments, do not construe § 206 as requiring such claims being filed before Mar. 1."

FIRE in the steamer East Chicago anchored in Baltimore Harbor destroyed 33,500 bus. of wheat, 17,140 bus. of rye and 8,000 bus. of barley.

FREIGHT CAR LIFE averages about five years and the average cost of overhauling a car ranges from \$600 to \$1,200 according to speakers at a recent meeting of the Interchange Car Inspectors Ass'n in Chicago.

WORK on the twelve Staten Island 1,000 ft. piers which are to be 300 ft. wide is progressing rapidly and will greatly increase shipping facilities of New York harbor. On the shore sites have been set aside exclusively for the erection of warehouses.

THE SPEEDING UP of freight movement is being attempted by the Burlington. The first cut in time was made on stock trains moving between Missouri River points and Chicago. Schedules on March 4 were announced to have been reduced from 40 to 36 hours.

THE HOLDUP of the railways by labor was shown in Chicago on March 3, when an employment agency offered to supply the Pennsylvania with 5,000 laborers at 32 cents per hour against the 46 cents per hour now being paid laborers under the National Agreement.

GRAIN MOVEMENT on the C. M. & St. P. has been approximately the same as the movement in 1920. In the week ending Feb. 26 loadings amounted to 2,182 cars, compared with loadings of 2,231 cars in the corresponding week in 1920. In the period from Jan. 1 to Feb. 26 18,860 cars were loaded, compared with 18,176 cars loaded in the corresponding period in 1920.

MINIMUM WEIGHTS must continue to be based on the capacity of the car ordered when carrier for its own convenience furnishes a larger car, is the decision of the Commission on I. & S. No. 1227, in ordering the cancellation of the proposed schedules by Mar. 24, which would have applied to grain to and from Texas points and Shreveport, and group points.

SUITS against carriers have been filed in the Municipal Court at Chicago, Ill., by Attorney Owen L. Coon as follows: Against the C., M. & St. P. for \$300 for a farmers elevator, for \$300 for the Gifford Grain Co., and for \$1,000 for S. J. Claussen; against the C. B. & Q. for \$500 for Taylor & Patton; against the O. S. L. for \$450 for the Pioneer Seed & Grain Co.; and against the B. & O. for \$1,000 for Dewey Bros.

PROPOSED TARIFFS to become effective Mar. 1 and providing an increase in the proportional rate on grain from Kansas City to New Orleans (domestic) from 38 to 53 cents a hundred pounds and numerous other large increases to Memphis, Vicksburg, Natchez and other points in the Mississippi Valley, have been suspended by the Interstate Commerce Commission until June 28, pending a hearing and investigation to be held Mar. 21.

INCREASED FREIGHT and passenger rates ordered to become effective on Nebraska carriers by the Interstate Commerce Commission is to be fought further by the Nebraska Railway Commission. An appeal is to be made to the Supreme Court since a lower court recently issued a temporary injunction which prohibited the state commission until March 22 from interfering with the orders of the I. C. C. The freight increase amounts to approximately 10%.

THE TRANSPORTATION ACT should be amended in some way that will make the Interstate Commerce Commission and the Railroad Labor Board function together. The I. C. C. is charged with securing as nearly as possible a return on railroad investment and thus fixes the income, but it has no control over the output thru decision of the labor board. Some scheme should be devised that will protect labor and at the same time harmonize the workings of the two bodies.—J. G. Rodgers, vice pres. Pennsylvania System.

SHIPPERS in the far western states who have been dissatisfied with the increased rail rates have been reported "on strike" because of the great decrease in freight movement. Carl R. Gray, pres. of the U. P. in an address made in Salt Lake City on March 7, said: "I do not believe there is such a thing as a shippers' strike, as the lack of movement is caused by general conditions." Western grain men recently stated that farmers were leaving their crops on the ground because the high rates would not permit their shipment.

The Salina Market.

[Continued from page 426.]

general manager and J. W. Miller is manager of the grain department.

The Robinson Milling Co. was organized in 1917 by C. E. Robinson and others. A 300,000 bu. elevator and a 1,200 bbl. mill were erected and are now in operation. The company operates a line of elevators thru Kansas. The Service Grain Co., Salina, acts as the grain department of the mill.

How MUCH does it cost to grow wheat in Minnesota? A bill introduced into the Minnesota legislature would set aside \$12,000 annually for the U. of Minnesota to make a study of the question.

THE COST of transporting across the Pacific grain donated to China by American farmers will be defrayed by a fund of \$1,000,000 voted by the Senate. The appropriation is made on the provision that the grain move in ships of the U. S. Shipping Board.

ALASKA will be furnishing all the flour needed for home consumption within a short time. As the result of our efforts wheat enough has been grown to warrant the erection of a 25 bbl. flour mill.—C. C. Georgeson, agronomist in charge, Alaska Experiment Stations.

Kansas Industrial Court Rules on the Operation of Flour Mills.

The Kansas Industrial Court, which has been endeavoring to find a suitable method whereby it could regulate the operation of Kansas flour mills, on March 3, published a system of rules and regulations.

The report is largely the work of a com'te appointed by the court, consisting of C. V. Topping of the Southwestern Millers' League; Prof. L. A. Fitz and Mr. Engh, to study and suggest various control methods.

It provides that all mills operating in Kansas report on their operations when ordered by the court; says that all employees of flour mills in Kansas should be given reasonable notice of any cessation or limitation of production; suggests that so far as possible the head millers, chief engineers and other skilled workmen of the mills be paid on a monthly basis or be given other work during the periods of reduced or suspended operations so that efficient production may be promptly resumed when conditions permit; and orders mill operators to study the flour needs of the state so as to avoid any shortage. It also made the following regulation:

Every company compelled to reduce for a period of 15 days or longer the production capacity of any flour mill located in the state of Kansas below 75 per cent of its 24-hour per day production shall make application to the Court of Industrial Relations, and shall set forth in its application its reasons for such reduction in production capacity, and shall supply the court with any and all additional information which the court may deem necessary to enable it to properly pass upon the application.

Hitherto most millers in Kansas and elsewhere have followed the practice of shutting down when it does not pay to operate. Some close voluntarily and temporarily as dictated by good business sense. Others close when forced to do so after all funds have been exhausted by doing business at a loss. How will the court keep the latter in operation?

Indiana Farmers Grain Dealers Meet.

The annual convention of the Indiana Farmers Grain Dealers Ass'n was held at Wabash, Ind., on Mar. 3 and 4.

Included on the program was John G. Brown of Monon, pres. of the Indiana Federation of Farm Ass'ns, who spoke on the progress made in organization during the past few years.

Managers of various co-operative companies reporting on their experiences during the past year showed that only a few elevators paid dividends and that many barely made expenses.

F. W. Boyle, vice-pres. of the Federated Marketing Service, Indianapolis, delivered an interesting address on the advantages of Indianapolis as a terminal market. He pointed out that its central location made it an excellent distributing and reconsigning point and urged the shippers to make use of the market's facilities in the future.

"The Purpose of the Indiana Managers' Ass'n", was the subject of an address delivered by H. H. Potter of Rensselaer, while O. E. Williams, Laketon, spoke on "Fitting into Co-Operative Changes."

By a unanimous vote the dealers voted to hold their 1922 convention in Wabash.

Officers chosen for the coming year were pres., J. S. Minch, Chalmers (re-elected); vice-pres., C. E. Darracks, Frankton; 2nd vice-pres., M. P. Hill, Francesville, and treas., Frank Gaspie, Oxford. E. G. McCullum, Indianapolis, will continue as sec'y.

The following directors were also chosen: F. W. Moore, Otterbein; Frank Tippey, Marion; William Stephenson, Muncie; John Jackson, Centerville; H. E. Van Vuys, Thorntown; O. E. Williams, Laketon; Fred Roberts, Monticello; James Mauck, Middletown, and Frank Gaspie.

Resolutions adopted by the resolutions com'te which consisted of M. P. Hill, Francesville, Charles Thompson, Lafontaine, and H. C. Peterson, Swayzee, include the following:

Whereas, The price of most agricultural products has fallen to or below the prewar level, and the freight rates at present are out of proportion to the selling values of all agricultural commodities, and place a heavy burden on the agricultural industry, therefore, steps should be taken as soon as practicable to readjust freight tariffs to an equitable basis.

Resolved, That we urge the officers of this Ass'n to co-operate with the farm bureaus, to provide special short courses on co-operative accounting, management, grain-grading, merchandising and allied subjects throughout the state, and that our state agricultural college be requested to provide practicable courses in co-operation and the business of marketing farm crops.

Resolved, That we urge the immediate action of the congress in appropriating money for the purpose of getting prompt and reliable crop and grain statistics from foreign countries through the department of agriculture, and that we urge our educational department to provide an interpretation of these conditions to the end that farmers may be as well informed on world supplies and needs as are other grain men and dealers.

Resolved, That we favor such legislation as shall be necessary to open properly an adequate waterway from the Great Lakes to the ocean and instruct our officers so to inform our legislators in the congress.

Resolved, That we instruct our officers to prepare and obtain the passage of a bill in the legislature which will make it legal for one co-operative society or company to hold stock in another.

THE MID-WEST FARMERS' TERMINAL Grain Agency, which will have for its purpose the handling of farm products direct to the consumer, was organized at Salina, Kan., Mar. 3, by 250 farmers' union representatives from Kansas and nearby states. The organization will be capitalized at \$1,000,000, subscribed by co-operative grain elevator concerns of the union, and will have its headquarters in Kansas City, with branches in several other places. The elevators will subscribe on the basis of business done, and the agency will be conducted by a board of seven trustees to be named by Maurice McAuliffe, president of the Kansas Farmers' Union.

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GRAIN DEALERS JOURNAL

Supreme Court Decisions

Jurisdiction Over Claims for Loss, Damage or Delay.—Interstate Commerce Commission has no jurisdiction over claims arising from loss, damage or delay in transit; such claims being cognizable in the courts.—*Gustafson v. Mich. Cent. R. Co.* Supreme Court of Illinois. 129 N.E. 516.

Membership in Chamber of Commerce May Be Attached.—The membership of a nonresident in the Chamber of Commerce of Minneapolis is property that may be attached, so as to give the court jurisdiction, when followed by the service of summons as prescribed by statute, to enter a judgment against such nonresident, valid in so far as it may be satisfied out of the membership attached.—*Wagner v. Co-operative Exchange of Good Thunder.* Supreme Court of Minnesota. 180 N.W. 231.

Delivery Without Surrender of B/L.—Where sellers of potatoes attached the B/L to a draft and sold it to a bank, which sent it to another bank for collection of the draft, and such bank delivered the B/L without payment of the draft, and the buyers obtained possession without surrendering the bill, and afterwards rejected the potatoes and caused the B/L to be returned, the delivery by the carrier without requiring surrender of the B/L was not the cause of the shipper's loss, and did not constitute a conversion.—*Pere Marquette Ry. Co. v. J. F. French & Co.* Supreme Court of the United States. 41 Sup. Ct. Rep. 195.

Weigher Liable to Purchaser.—Where seller of beans to plaintiff by the pound employed defendants to weigh them, the latter having knowledge of the sale, and through negligence defendants incorrectly ascertained the weight, and injured the plaintiff, who was required to pay in excess of the amount he should have paid, defendants were liable to plaintiff, since defendants owed a legal duty to the plaintiffs, concurrent with the contract duty to the seller, to carefully weigh and accurately certify the result.—*Glanzer v. Shepard.* Supreme Court of New York. 186 N. Y. Supp. 88.

Oral Contract Law.—Section 4, c. 202, Laws 1917 (statute of frauds embodied in Uniform Sales Act), which provides that "a contract to sell or a sale of any goods * * * of the value of five hundred dollars or upwards shall not be enforceable by action unless the buyer shall accept part of the goods * * * so contracted to be sold or sold, and actually receive the same * * * or unless some note or memorandum in writing of the contract or sale be signed by the party to be charged or his agent in that behalf," does not render a contract falling within the statute absolutely illegal or void, but renders it merely voidable at the election of one or either of the parties thereto.—*Abraham v. Durward.* Supreme Court of North Dakota. 180 N.W. 783.

Contract Void Made Under Mistake.—Where contract provided for sale of "5,000 bu. of good sound, dry and merchantable S. corn to grade 3Y. * * * said grain being now in my possession," and where in fact there was no corn in seller's possession which by mere lapse of time would become No. 3 corn, there was no binding contract; the contract having been made under a mutual mistake as to seller having possession of such corn. Seller, having contracted to deliver specified amount of corn of specified grade by contract reciting such corn to be in his possession, could not perform by delivery of corn not in his possession at time contract was entered into but which he had purchased.—*McCaull-Webster Elevator Co. v. Steele.* Supreme Court of South Dakota. 180 N.W. 782.

Carrier to Have Benefit of Shipper's Insurance.—A provision in a B/L that the carrier liable on account of loss of or damage to property shall have the full benefit of any insurance that may have been effected upon, on or account of, said property is valid, in the absence of fraud, or of any contract to the contrary with the insurer, and entitles the carrier to a deduction for insurance paid the shipper. In a suit against a carrier for the value of goods lost in transit, when the fact that the shipper had collected insurance for the loss of the goods is disclosed for the first time on the cross-ex-

amination of the last witness who testified in the case, the carrier should be permitted to then plead the provision of the B/L that, in the event of the loss of the goods, the carrier shall have the benefit of any insurance effected on the goods.—*Blum v. Yazoo & M. V. R. Co.* Supreme Court of Mississippi. 86 South 805.

Acceptance of Warehouseman's Check Not Satisfaction.—In an action against the warehouseman for an accounting, where it appeared that the plaintiff from time to time had delivered wheat to the defendant for storage under an oral contract covering the storage rate and an agreement as to advances, and where storage receipts evidencing a different contract were not issued until long after the delivery of the wheat, and, when issued, were antedated, and where the defendant, pursuant to notice, had closed the storage account, sending the plaintiff a check for an amount which was insufficient to discharge its obligations under the storage tickets, the defendant receiving the check and cashing it without agreeing to accept it in full satisfaction, it is held: Where there was no dispute as to the terms of the original oral contract of storage, as to the number of bushels or the amount of the cash advances, and the only basis for dispute arose out of antedated tickets providing for a different rate of storage than that previously agreed upon, the acceptance of a check purporting to represent the "balance due" does not amount to an accord and satisfaction of an unliquidated demand.—*Billings v. G. Doering Grain Co.* Supreme Court of North Dakota. 181 N.W. 54.

PRICES IN GERMANY below the cost of production will lead to an entire breakdown in the production of breadstuffs, according to the Union of German Grain & Fodder Dealers. In spite of the fact that the Union has recommended the decontrol of the grain trade the German Food Minister says that federal control will continue but under a modified plan whereby the producer will be required to supply to the government as much grain as his land will produce or be subject to a fine.

E. M. WAYNE, of Delavan, Ill., has been chosen by the directors of the Grain Dealers' National Ass'n as a member of the board to succeed the late Lee G. Metcalf, who died on Jan. 3. Mr. Wayne will fill the unexpired term of Mr. Metcalf, who was elected a director of the National Ass'n for the full term of two years at the Minneapolis convention last October. Mr. Metcalf was also a member of the legislative committee of the ass'n and Pres. Clement has filled this vacancy by appointing J. A. Daugherty, of Nashville, Tenn., to serve on the committee until the next annual meeting.

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Seller's Duty to Prevent Demurrage.

Wathen Milling Co., Louisville, Ky., plaintiff, v. Arkadelphia Milling Co., Arkadelphia, Ark., defendant, before arbitration committee No. 5 of the Grain Dealers National Ass'n, composed of H. C. Gamage, Dick O'Bannon and L. C. McMurtry.

On Feb. 5, 1920, Wathen Milling Co. purchased 5,000 bus. No. 3 white corn from Arkadelphia Milling Co., at \$1.50 per bus., basis St. Louis, St. Joseph weights and grades prevailing, the buyer stipulating in its confirmation routing "To arrive at Louisville via either the L. H. & St. L. or Southern Ry."

Bs/L furnished in evidence show cars 48133 RI, 33721 DL&W and 17151 SSW shipped from Atchison, Kan., on Feb. 9 via C. B. & Q. Ry. to the order of the Arkadelphia Milling Co., Louisville, Ky., not showing routing beyond St. Louis. These ladings show that they were issued in exchange for ladings issued at St. Joseph, Mo., Jan. 28 via the C. B. & Q. Ry., original destination not shown. Cars arrived in Louisville billed to the order of the Arkadelphia Milling Co. over the Southern Ry. Evidence shows that the Southern Ry. mailed postal notification to Arkadelphia Milling Co., Louisville, Ky., consignee being unknown to the Southern Ry. people. Several days elapsed after cars arrived before they were finally released by the Wathen Milling Co., who were holding the Bs/L, the contention of the Wathen Milling Co. being that the Bs/L did not show the route over which the grain would be delivered at Louisville, and as the ladings were issued by the C. B. & Q. Ry., a line which does not enter Louisville, they were unable to determine the delivering line. It further states that there are seven different railroads that handle business into Louisville from St. Louis. The contention of the defendant is that the grain was sold basis St. Louis and that when the sale was made plaintiff knew grain was in transit and advised him after receipt of his specific routing instructions that he was uncertain whether or not these instructions could be complied with.

It is the opinion of this committee that the buyer or plaintiff has a right to assume that the seller, or defendant, had in St. Louis such representation as would bring about intelligent handling of all papers in connection with the movement of the corn, and it is our view that the responsibility of seller, or defendant, would have ceased only had he supplied buyer, or plaintiff, with Bs/L calling for delivery to buyer, or in lieu of that given from Arkadelphia or St. Louis direct notice to the line which was destined to be the delivering line, to the effect that real consignees were the Wathen Milling Co. and not the Arkadelphia Milling Co., a concern unknown in Louisville. It is agreed that holder of B/L is owner of the goods, but the buyer of the goods has the right to demand from the seller that shipment be so made as to avoid demurrage, and in the event of failure of shipment to be so made that demurrage is for account of the seller who in this case would be the defendant, Arkadelphia Milling Co. We, therefore, instruct the Arkadelphia Milling Co. to pay the Wathen Milling Co. the sum of \$71.07 together with the costs of arbitration.

WAGES for Michigan farm labor will average \$40 a month and board, a reduction of 30 to 40 per cent from the 1920 scale, in 30 counties of the state. However, there will be more jobs, as many farmers indicate that they intend to add to their farm working force.—Michigan Farm Bureau.

Books Received

NO. 5 EAST OF THE MISSISSIPPI RIVER BOOK OF GRAIN RATES contains rates on grain to Chicago, local and proportional, from all points in Illinois and Indiana, also points in Iowa and Missouri on the west bank of the Mississippi River, as well as minimum weights. This publication supersedes the "No. 4 East of Mississippi River Book of Grain Rates" and contains rates as finally readjusted under the various percentage increases made since Aug. 25, 1920. Transportation Department, Chicago Board of Trade.

ARBITRATION DECISIONS is a compilation in book form of all the arbitration decisions of the Grain Dealers National Ass'n Arbitration Committees from the first decision that was rendered, Aug. 25, 1902, until June 3, 1920. The book is well printed on good paper. Its usefulness to the trade as a ready reference is enhanced by the indexing by names of defendants and also by topics, with a syllabus of each case. Nearly 600 copies of the book have already been sold. Cloth, 388 pages. Grain Dealers National Ass'n, Toledo, O.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. B. & Q. in 319-K gives local rates on wheat and rye from stations in Illinois to Beardstown, Ill., effective Feb. 19.

C. B. & Q. in a special sup. to tariffs gives the increased freight rates effective on Illinois intrastate traffic on Feb. 19.

Western Trunk Lines, E. B. Boyd, agt., in Sup. 25 to 1-O, gives rules, regulations and exceptions to classifications, effective April 1.

C. B. & Q. in connection with the E. J. & E. Ry. gives the joint freight commodity rates between Chicago, Ill., and E. J. & E. Ry. stations, effective Feb. 21.

C. B. & Q. in Sup. 1 to 7072-I gives the class and commodity rates between Illinois stations of the C. B. & Q., effective Feb. 27. Tariff 7072-I became effective Feb. 19.

Illinois Traction System in 267-C gives the joint proportional rates on grain from stations on the Illinois Traction System to Danville, Ill., when destined for eastern points, effective April 1.

C. B. & Q. in 3992-Q, in connection with the C. M. & G. and the I. H. Belt Ry., gives the joint commodity rates between Chicago and stations on the C. M. & G., also commodity rates from Hawthorne, Ill., and Gibson, Ind., to stations on the C. M. & G., effective Feb. 21.

C. R. I. & P. in Sup. 4 to 19690-L gives the local, joint and proportional rates on grain, grain products, seeds and broom corn from stations in Colo., Kan., Mo., Neb., N. M., and Okla., also Council Bluffs, Ia., to Little Rock, Ark., and stations in Ark., La., and Mo., effective March 24.

A. T. & S. F. in Sup. 3 to 7481-G gives the joint rate on grain products and seeds from stations in Colo., Kan., Mo., and Okla., also Superior, Neb., on the A. T. & S. F., G. C. & S. F. and the L. & T. to points in Ala., Ark., Kan., La., Mo., Miss., Okla., Tenn., and Tex., effective April 1.

C. & A. in 1666-B gives the local proportional rates applying on grain and grain products from Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Louisiana, Marshall, Mexico, Odessa and Slater, Mo., to Kansas City, Mo., when destined to points in Arkansas, Missouri and Oklahoma, effective Mar. 31.

C. R. I. & P. in Sup. 3 to 19687-M and Sup. 1 to 19687-M gives the joint and proportional rates on grain, grain products and seeds from Mo. River stations and stations in Ill., Ia., Minn., Mo., and S. D., on the C. R. I. & P. to Miss. Valley points and stations in Ala., Ark., Fla., La., Miss., and Tenn., also to Gulf Ports for export, effective Mar. 28.

Illinois Central in Sup. 27 to 1537-D gives the local, joint and proportional rates on grain, grain products, cottonseed products and seeds between stations in Ill., Ind., Wis., Dubuque, Ia., and St. Louis, Mo., and Chicago, Peoria, Ill., Milwaukee, Wis., Paducah, Ky., Minneapolis, Minn., St. Louis, Mo., Ohio River Crossings and other stations in Ill., Ind., Ia., Ky., Mich., Minn., Mo., and Wis., effective Mar. 15.

C. B. & Q. in Sup. 17 to I. C. C. 14090 in a local and joint freight tariff gives the rules and regulations affecting freight on the C. B. & Q., Q. O. & K. C., R. P. L. & N. Ry., and T. & N. Ry., including reconsigning, stopping in transit, restrictions as to acceptance of freight and freight requiring prepayment or guarantee, mileage payments and rental charges on private cars, etc., effective March 1.

C. R. I. & P. in Sup. 14 to 22000-F gives the local, joint and proportional rates on grain, grain products and seeds between Chicago, Moine, Peoria, Rock Island, Ill., Burlington, Clinton, Davenport, Keokuk, Muscatine, Ia., Minneapolis, Minnesota Transfer, St. Paul, Minn., and other stations named under Index Nos. 1 to 2116, inclusive, and in Items Nos. 200 to 310, inclusive, of tariff, as amended, and C. R. I. & P. stations in Ill., Ia., Minn., Mo., and S. D., including Kansas City, St. Joseph, Mo., Council Bluffs, Ia., Armourdale (Kansas City, Kas.), Atchison, Leavenworth, Kas., Al-

bright, Omaha and South Omaha, Neb., effective April 11.

C. & A. in Sup. 3 to 1609-E gives local, joint and proportional rates on grain, grain products, seed, hay and straw between Chicago, Peoria, Ill., and St. Louis, Mo., and points taking same rates, also Rondout and Waukegan, Ill., and stations in Missouri on the C. & A., also Hannibal, Mo. Tariff issued Feb. 23 in compliance with an order of the Interstate Commerce Commission and is to become effective Mar. 5.

C. B. & Q. in Sup. 5 to 1346-G gives the local, joint and proportional rates on grain, grain products between Chicago, Peoria, Quincy, East St. Louis, Ill., St. Louis, Mo., etc., and stations on the C. B. & Q., G. & W., R. I. Sou. Ry., and C. B. & Q. Mississippi river points, Dubuque, Iowa, and south thereof; also stations on the M. B. & S., effective on Illinois intrastate traffic on Feb. 28 and in other states on April 1.

Illinois Central in Sup. 4 to 601-F gives the local, joint and proportional rates on grain, grain products, hay and seeds and articles taking the same rates between stations in Iowa, Minn., S. D., on the I. C., C. R. & I. C., F. D. D. M. & S., W. & S. F., and Chicago, Peoria, Ill., Milwaukee, Wis., Minneapolis, Minn., St. Louis, Mo., Omaha, Neb., Ohio River stations and other stations in Ill., Ind., Ia., Minn., S. D., O., and Wis., effective April 9.

Central Freight Ass'n, W. J. Kelly, agt., in Sup. 22 to 245 gives the local, joint and proportional rates on grain, grain products and grain by-products from points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Pa., W. Va., and Wisc., to Albany, Baltimore, Boston, Montreal, New York, Philadelphia, Rochester, Syracuse, Utica, also basis for rates to Baltimore, New York, Philadelphia, etc., on export traffic, effective April 1.

C. B. & Q. in Sup. 4 to 1362-L gives the local, joint and proportional rates on grain, grain products and seeds between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., etc., and stations in Ill., Ind., Ky., West Bank Miss. River points (Dubuque, Ia., to St. Louis, Mo., incl.), also Green Bay and Kewaunee, Wis., also points east of the Illinois-Indiana state line or south of the Ohio River as shown in tariff, effective Mar. 25.

C. B. & Q. in Sup. 15 to 5400-B gives the local, joint and proportional rates on grain, grain products, broom corn and flaxseed between Omaha, South Omaha, Nebraska City, Neb.; Council Bluffs, Pacific Junction, Sioux City, Iowa; Atchison, Leavenworth, Kan.; Kansas City, St. Joseph, Mo., and stations taking same rates, and stations on the C. B. & Q. lines west of the Mo. River, also stations on the C. & N. W., R. C. B. H. & W., and the C. & Wyo. Ry., effective Feb. 14.

STAND for Golden Rule policy thruout your business, taking loss if necessary to demonstrate you mean it.—U. S. Chamber of Commerce.

FIRST PLEDGES of gift corn to be shipped to China came when Henderson County, Illinois, on March 2 promised to supply 3 carloads.

THE GOOD ROADS CONGRESS held recently in Chicago and attended by over 10,000 persons indicates a renewed interest in better highways. The success of the congress with its numerous exhibits, according to the American Road Builders' Ass'n, ushers in what promises to be the greatest era of highway construction ever known.

ENGLAND's fall planted crops are in good condition, according to the Minister of Agriculture. The wheat crop has germinated well and is a healthy promising plant in all sections except where sown very late in the fall. Winter oats and beans also look well. Wheat acreage increased slightly and the acreage of winter beans has shown a slight decrease.

IN AN EFFORT to stabilize the wheat market, members of the Kansas branch of the Wheat Growers Ass'n will pool 50,000,000 bus. of the 1921 wheat crop. Every member of the Ass'n is pledged to turn over one-half of his 1921 crop to the pool which will be managed by A. C. Bailey of Kinsley, Kan. Pres. of the Ass'n W. H. McCreedy says the pool will get the farmers a fair price for their wheat.



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Upon readers patronage of its advertisers depends the success of the *Grain Dealers Journal* work. Will you mention it?

Patents Granted

1,369,648. Pneumatic Conveying Mechanism. George A. Giessler, Cleveland, O. This apparatus consists of a delivery pipe to which is attached two receiving pipes and an automatic means for removing a block in the pipes.

1,369,537. Crib and Bin Ventilator. John Overholt, Wooster, O. This ventilator is for use in a grain crib or grain bin. A perforated ventilating shaft is fitted with a sleeve, free to move up or down. The lower portion of the sleeve is flanged so that it may rest on the grain which surrounds the shaft.

1,369,649. Pneumatic Conveying Mechanism. George A. Giessler, Cleveland, O. In this mechanism grain or other material passes into a hopper, whence it passes in turn to a discharge chamber, to an intermediate chamber and to a lower chamber. Valves and a mechanism provided permit the movement from the hopper to the various chambers.

1,368,609. Attrition Mill Plate. John J. Czarvez, West Allis, Wis. In this attrition mill plate numerous angular shaped grinding ribs extend toward the outer portion of the plate and then extend in a reverse direction. Other grinding members extend from the outer section of the plate and merge with the grinding members extending in the opposite direction.

1,368,778. Automatic Scale. Richard Zanone, New Albany, Ind., assignor to the Weighing Machine Manufacturing Co., Louisville, Ky. In this scale a frame holds a hopper suspended from a beam. Material to be weighed is delivered by a chute. A weighted lever suspended from the frame is connected by a bar to a gate on the chute. A perpendicular weighted arm attached to the beam is so adjusted that it will open and close the chute gate.

1,368,746. Wild Pea Separator. Charles L. Palmer and John Hollister, Sleepy Eye, Minn. In this machine grain containing peas is introduced into a casing thru a hopper. Within the casing is a series of inclined pans. The grain comes from the hopper onto the upper pan and the peas roll down the slight incline to a receptacle provided. The pan is then given a backward pitch and the grain is deposited on the

lower pan. The same operation is repeated until the grain reaches the bottom inclined pan. After the peas are given time to roll from this pan it too is tilted backwards and the grain, separated from the peas is discharged from the casing.

Annual Statement of Grain Dealers Fire Insurance Co.

The 18th annual statement of the Grain Dealers National Mutual Fire Insurance Co., of Indianapolis, Ind., recently issued by Sec'y C. A. McCotter, shows insurance in force Jan. 1 to have been \$94,284,186.00, against \$72,972,257 one year ago and \$53,591,728 two years ago.

Cash assets totaled \$1,739,486.76; against \$1,354,714.84 a year ago. Of the assets, \$581,550 are in first mortgage loans and \$1,128,699.18 in cash and government and municipal bonds.

Liabilities included unadjusted losses, \$50,633.20; reserve for taxes, \$21,932.15; reserve for commissions, \$4,554.27; reserve for unearned deposits, \$467,254.74; reserve for contingencies, \$200,000; permanent fund, \$300,000; and surplus over liabilities and permanent fund, \$695,110.40.

Income from deposits and renewal premiums was \$1,132,378.91, which, less return premiums and reinsurance premiums of \$330,069.52, left \$802,309.39. Adding to this the interest, bond premium and sundry income and balance of \$1,327,701.54 of Dec. 31, 1919, made a total of \$2,211,938.76; compared with \$1,800,871.61 a year ago.

Losses have not increased in proportion to the increased volume of business taken, having been \$262,523.96 net, against \$270,507.58 for 1919. Since the organization of the company it has paid losses to grain dealers amounting to \$2,198,676.83.

Annual Report of the Tri-State Mutual.

The annual report of the Tri-State Mutual Grain Dealers Fire Insurance Co. of Luverne, Minn., by E. H. Moreland, sec'y, gives the income for 1920 as \$219,690.16, of which \$128,632.92 represents gross premiums received during the year.

Receipts of interest on bank deposits, interest on Liberty Bonds, refund of income tax and commissions and the payment of expenses of \$11,895.11, net fire losses of \$10,996.35 and dividends to policyholders of \$43,920.83, leaves the company with a balance of \$90,759.65.

Assets of Dec. 31, 1920, amounted to \$92,119.40 and the surplus over all liabilities was given as \$78,172.91.

Insurance in force on the same date was

\$5,473,135.00, compared with insurance in force on Dec. 31, 1919, of \$5,733,433.00.

During the year 1920 sixty per cent of the premiums paid was returned to policyholders. Since its organization in 1903 the company has returned \$287,336.36 to its policyholders.

Insurance Notes.

GRAIN ELEVATORS and similar buildings of fireproof construction are exempt from the Texas fire escape law under the provisions of a bill which passed the Texas legislature.

OFFICES of the Illinois State Fire Marshal in Chicago are to be moved from the Insurance Exchange Building to the Transportation Building on May 1. The change is being made because of the increase in rents from \$1,020 to \$2,000 per year.

A BILL introduced into the Michigan legislature provides that a fatally injured employee shall receive two thirds of his pay for 300 weeks and that one totally incapacitated shall receive two-thirds of his pay for 500 weeks but not to exceed \$8,000.

PREPARED ROOFING is rapidly taking the place of wooden shingles according to production figures recently made public showing that since 1908 the manufacture of prepared roofing increased 300% while the production of wooden shingles decreased 15%.

CHARLES H. RIDGWAY, sec'y of the Western Millers Mutual Fire Insurance Co. of Kansas City, Mo., is laid up from injuries suffered in an automobile accident at Topeka, Kan. For about three hours after the accident physicians did not expect him to live, but they now report that he is well on the road to recovery.

TOTAL FIRE LOSSES in Illinois during 1920 amounted to \$20,175,422. Approximately 5.1% of this loss was caused by sparks on roofs, 5.8% by defective chimneys and 5.9% was caused by fires started by electric currents. Of the January Illinois fire loss of \$1,782,000 approximately 8.5% represents loss from fires caused by sparks on roofs.

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The "Grain Dealers Mutual" way of handling this class of insurance is the best for the grain man. Values are set down on one day of each week, and reports filed monthly. Premium adjusted at the end of the year or on cancellation of the policy. Simple—Safe—Satisfactory.

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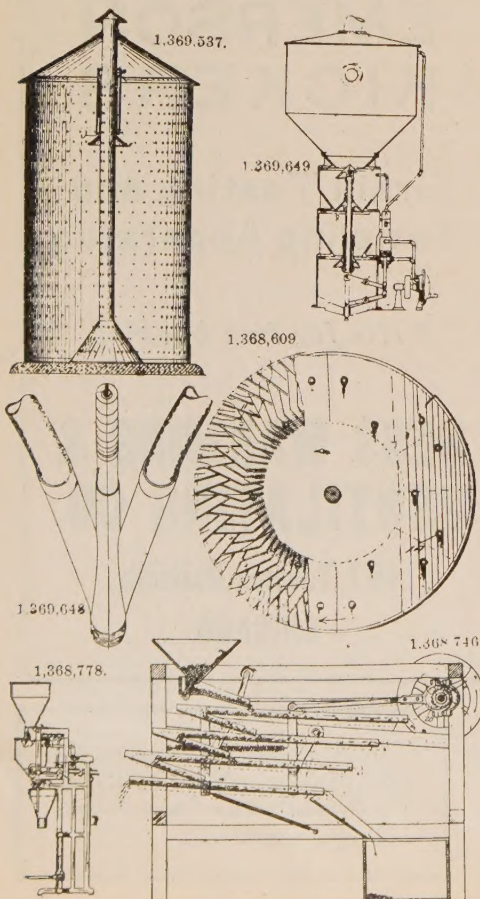
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This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{4}$ inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

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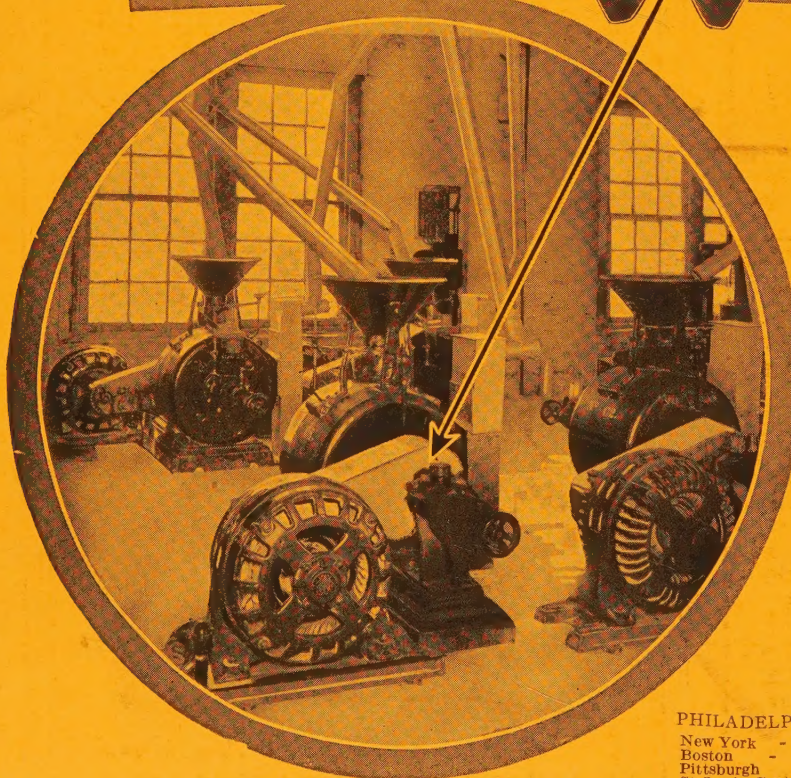
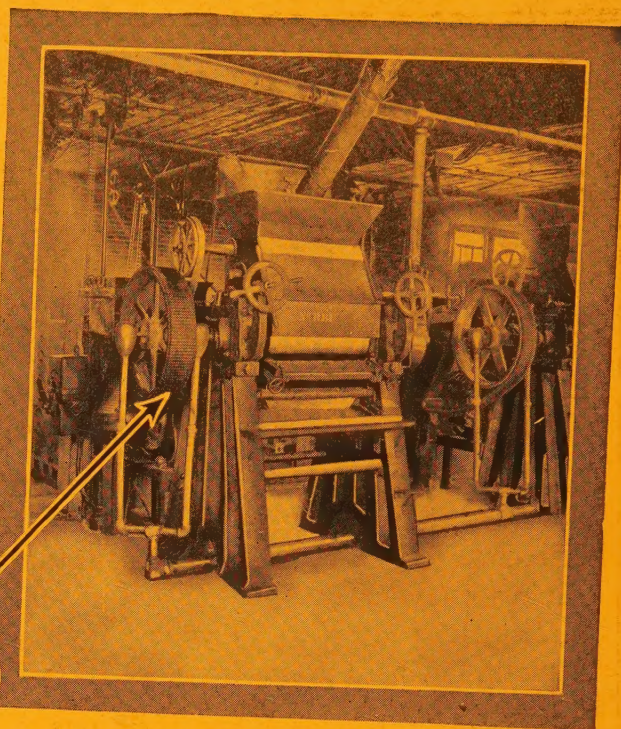
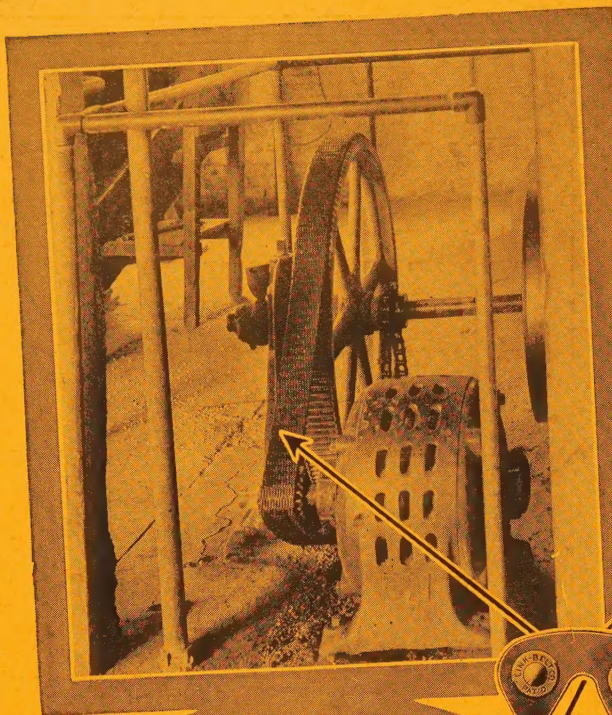


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